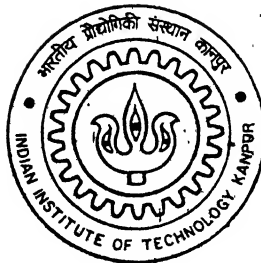


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CONGESTION MANAGEMENT ISSUES IN POWER SYSTEM NETWORKS

By

MAJOR JAYESH K ADHVARYU



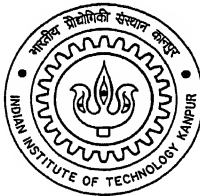
DEPARTMENT OF ELECTRICAL ENGINEERING

Indian Institute of Technology Kanpur

JANUARY, 2002

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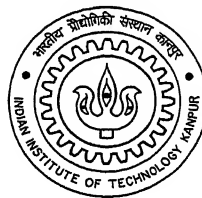
JANUARY , 2002

CONGESTION MANAGEMENT ISSUES IN POWER SYSTEM NETWORKS

**A Thesis Submitted
in Partial Fulfillment of the Requirement
for the degree of**

MASTER OF TECHNOLOGY

**By
Major Jayesh K Adhvaryu**



**To the
Department of Electrical Engineering
INDIAN INSTITUTE OF TECHNOLOGY , KANPUR**

January 2002

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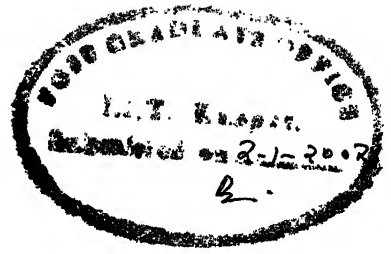
पुरुषोत्तम काशीनाथ केवकर पुस्तकालय

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A137924



CERTIFICATE

This is to certify that the work contained in this thesis entitled “ **Congestion Management Issues In Power System Networks**”, by Major Jayesh K Adhvaryu , has been carried out under my supervision and that this work has not been submitted elsewhere for a degree.

Jan 2002



Dr P K Kalra

Professor

Department of Electrical Engineering

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DEDICATED TO

MY FAMILY

*Major K M Adhvaryu (Retired), Mrs Nalini Adhvaryu ,
Mrs Archana Adhvaryu , Dr Amit Kumar Upadhyay ,
Mrs Zankhana Upadhyay , Mr Keyur K Adhvaryu
and
Master Siddharth J Adhvaryu*

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ABSTRACT

The management of the transmission system and its pricing have been a subject of intense debate in view of the deregulation of this sector. There are several fundamental issues that have to be addressed in the operation of the transmission network in a new and modified framework. The real time control of the system is very complex and requires the determination of the optimal state of the system. This is done using various optimal power flow techniques.

The basic transmission system has a limit on the amount of power that can be transferred over the system. The various contingency situations like outage of generators, line faults, line outages, overloads on the system etc may cause additional burden on parts of the system. These may also lead to congestion on critical links in the transmission network. This congestion affects the pricing scheme for the system. When the congestion takes place in the system then various strategies to manage congestion are utilized to alleviate the congestion in the network. The focus of the thesis is to study the various conditions in which the congestion would take place in a network. The various strategies that can be used to alleviate the congestion at the various locations in the system has been reported. The influence of congestion on the nodal price has also been discussed.

CONTENTS

1. Chapter 1 : Introduction

| | |
|--------------------------------|---|
| 1.1 General | 1 |
| 1.2 Organization of the Thesis | 2 |
| 1.2.1 Aim of the thesis | 2 |
| 1.2.2 Scope of the Thesis | 2 |
| 1.2.3 Overview of Chapters | 3 |

2. Chapter 2 : Transmission Networks and Congestion Management

| | |
|---|---|
| 2.1 Introduction | 4 |
| 2.2 Transmission Pricing Methods | 5 |
| 2.3 Congestion Management Issues | 6 |
| 2.3.1 Causes of Congestion | 6 |
| 2.3.2 Classification of Congestion Management Methods | 7 |
| 2.3.3 Techniques of Congestion Management | 7 |
| 2.3.4 Pricing Of Congestion and Allocation of Congestion Charges | 8 |
| 2.3.5 Allocation Of Congestion charges and Firm Transmission Rights | 9 |

3. Chapter 3 : Load flow and Optimal Load flow Solutions

| | |
|--|----|
| 3.1 Introduction | 10 |
| 3.2 Newton Raphson Load Flow Method | 11 |
| 3.3 Introduction to Optimal Power Flow | 13 |
| 3.4 Definition Of the Optimization Problem | 14 |
| 3.5 Optimal Power Flow Methods | 15 |
| 3.5.1 DC Optimal Power Flow | 15 |
| 3.5.2 AC Optimal Power Flow | 18 |
| 3.6 Classes of Optimal Power Flow Algorithms | 20 |

4. Chapter 4 : Case Studies and Test Results

| | |
|--|----|
| 4.1 General Background | 21 |
| 4.1.1 Generator Operating Cost | 21 |
| 4.1.2 Cost for Reactive Support devices | 22 |
| 4.1.3 Cost For Transformers | 22 |
| 4.1.4 Software | 23 |
| 4.2 Optimal Reactive Support Placement | 23 |
| 4.3 4 Bus Radial System : Studies and Results | 25 |
| 4.4 Congestion Management Studies using DC OPF | 38 |

| | |
|--|----------|
| 4.5 Congestion Management Studies using AC OPF | 42 |
| 4.5.1 Case 2 : With no Reactive Support Provided and specified tap values | 42 |
| 4.5.2 Case 3 : With Optimal Reactive Support Provided and specified tap values | 43 |
| 4.5.3 Case 4 : With Optimal Reactive Support Provided and Tap values also Optimized | 44 |
| 5. Conclusions and Scope for further work | |
| 5.1 Conclusions | 49 |
| 5.2 Scope for Further work | 50 |
| Appendices | 51 – 132 |
| Reference | 133 |

LIST OF APPENDICES

| Appendix Name | Details | Page Number |
|--------------------------|--|------------------------|
| Appendix A | Data for EREB Radial Transmission Network | 51 |
| Appendix A1 | EREB Radial System : Results for base case with different Load scaling factors and without reactive Power Support and with Unity Tap Settings | 55 |
| Appendix A2 | EREB Radial System : Results for base case with different Load scaling factors and with Optimal reactive Power Support and with Unity Tap Settings | 61 |
| Appendix B | Data for 14 Bus System | 71 |
| Appendix B1 | 14 Bus System DC OPF | 77 |
| Appendix B2 | 14 Bus System AC OPF (Without Reactive Support and With specified Tap Settings) | 83 |
| Appendix B3 | 14 Bus System AC OPF (With Optimal Reactive Support at Load buses and With specified Tap Settings) | 91 |
| Appendix B4 | 14 Bus System AC OPF (With Optimal Reactive Support at Load buses and Optimized Tap Settings) | 99 |
| Appendix C | Data for 13 Bus Ill Conditioned System | 107 |
| Appendix C1 | 13 Bus System DC OPF | 112 |
| Appendix C2 | 13 Bus System AC OPF (With Optimal Reactive Support at Load buses and Optimized Tap Settings) | 116 |
| Appendix D | Data for 11 Bus Ill Conditioned System | 122 |
| Appendix D1 | 11 Bus System AC OPF (Without Reactive Support) | 127 |
| Appendix D2 | 11 Bus System AC OPF (With Reactive Support) | 129 |

LIST OF FIGURES

| Figure Number | Details | Page Number |
|--------------------------|--|------------------------|
| Figure 4.1 | Plot of Load Vs Voltage At Bus 5 | 29 |
| Figure 4.2 | Plot of Load Vs Voltage At Bus 6 | 30 |
| Figure 4.3 | Plot of Load Vs Voltage At Bus 7 | 31 |
| Figure 4.4 | Plot of Load Scale Factor Vs Total Real Power Generated (Without and With Reactive Power Support) | 35 |
| Figure 4.5 | Plot of Load Scale Factor Vs Total Real Power Losses (Without and With Reactive Power Support) | 36 |
| Figure 4.6 | Plot of Load Scale Factor Vs Total System Cost | 37 |
| Figure A.1 | Modified EREB Radial System | 51 |
| Figure B.1 | IEEE 14 Bus System | 71 |
| Figure C.1 | 13 Bus System | 107 |
| Figure D.1 | 11 Bus System | 122 |

LIST OF TABLES

| Table Number | Details | Page Number |
|-------------------------|--|------------------------|
| Table 4.1 | Voltage at Buses For Different Load Scaling factors (Without Reactive Power Support) | 27 |
| Table 4.2 | Voltage at Buses For Different Load Scaling factors (With Reactive Power Support) | 28 |
| Table 4.3 | Bus Marginal Costs at Buses for different Load Scaling Factors (Without Reactive Power Support) | 32 |
| Table 4.4 | Bus Marginal Costs at Buses for different Load Scaling Factors (With Reactive Power Support) | 33 |
| Table 4.5 | Comparison Of Important System Parameters (Without Reactive Power Support) | 34 |
| Table 4.6 | Comparison Of Important System Parameters (With Reactive Power Support) | 34 |
| Table 4.7 | Comparison of Bus Marginal Costs for Real Power by DC Optimal Power Flow | 40 |
| Table 4.8 | Comparison of Bus Marginal Costs for Outage of Line 2-4 and Line 2-5 | 46 |
| Table 4.9 | Comparison of Bus Marginal Costs for Outage of Line 1-2 | 47 |
| Table 4.10 | Comparison of Various System Parameters for Outage of Line 1-2 | 48 |
| Table A.1 | Generator Data For EREB Radial System | 53 |
| Table A.2 | Transformer Data For EREB Radial System | 53 |
| Table A.3 | Load Bus Data For EREB Radial System | 53 |
| Table A.4 | Line Data For EREB Radial System | 54 |

| Table Number | Details | Page Number |
|-------------------------|---|------------------------|
| Table A1.1 | Bus Operating Conditions (incl Cost) for LSF = 0.1 | 55 |
| Table A1.2 | Line Flows for LSF = 0.1 | 56 |
| Table A1.3 | Bus Operating Conditions (incl Cost) for LSF = 0.15 | 57 |
| Table A1.4 | Line Flows for LSF = 0.15 | 57 |
| Table A1.5 | Bus Operating Conditions (incl Cost) for LSF = 0.2 | 58 |
| Table A1.6 | Line Flows for LSF = 0.2 | 58 |
| Table A1.7 | Bus Operating Conditions (incl Cost) for LSF = 0.25 | 59 |
| Table A1.8 | Line Flows for LSF = 0.25 | 59 |
| Table A1.9 | Bus Operating Conditions (incl Cost) for LSF = 0.31 | 60 |
| Table A1.10 | Line Flows for LSF = 0.31 | 60 |
| Table A2.1 | Bus Operating Conditions (incl Cost) for LSF = 0.1 | 61 |
| Table A2.2 | Line Flows for LSF = 0.1 | 62 |
| Table A2.3 | Bus Operating Conditions (incl Cost) for LSF = 0.15 | 63 |
| Table A2.4 | Line Flows for LSF = 0.15 | 63 |
| Table A2.5 | Bus Operating Conditions (incl Cost) for LSF = 0.2 | 64 |
| Table A2.6 | Line Flows for LSF = 0.2 | 64 |
| Table A2.7 | Bus Operating Conditions (incl Cost) for LSF = 0.25 | 65 |
| Table A2.8 | Line Flows for LSF = 0.25 | 65 |
| Table A2.9 | Bus Operating Conditions (incl Cost) for LSF = 0.31 | 66 |
| Table A2.10 | Line Flows for LSF = 0.31 | 66 |
| Table A2.11 | Bus Operating Conditions (incl Cost) for LSF = 1.0 | 67 |
| Table A2.12 | Line Flows for LSF = 1.0 | 67 |
| Table A2.13 | Bus Operating Conditions (incl Cost) for LSF = 1.04 | 68 |
| Table A2.14 | Line Flows for LSF = 1.04 | 68 |

| Table Number | Details | Page Number |
|-------------------------|---|------------------------|
| Table A2.15 | Bus Operating Conditions (incl Cost) for LSF = 1.08 | 69 |
| Table A2.16 | Line Flows for LSF = 1.08 | 69 |
| Table A2.17 | Bus Operating Conditions (incl Cost) for LSF = 1.13 | 70 |
| Table A2.18 | Line Flows for LSF = 1.13 | 70 |
| Table B.1 | Generator Data for 14 Bus System | 73 |
| Table B.2 | Generator Bus Voltages for 14 Bus System | 73 |
| Table B.3 | Transformer Data for 14 Bus System | 74 |
| Table B.4 | Load Bus data for 14 Bus System | 74 |
| Table B.5 | Line Data for 14 Bus System | 75 |
| Table B.6 | Generator Cost Characteristics for 14 Bus System | 76 |
| Table B1.1 | Bus Operating Conditions (incl Cost) | 77 |
| Table B1.2 | Line Flows | 78 |
| Table B1.3 | Bus Operating Conditions (incl Cost) | 79 |
| Table B1.4 | Line Flows | 80 |
| Table B1.5 | Bus Operating Conditions (incl Cost) | 81 |
| Table B1.6 | Line Flows | 82 |
| Table B2.1 | Bus Operating Conditions (incl Cost) | 83 |
| Table B2.2 | Line Flows | 84 |
| Table B2.3 | Bus Operating Conditions (incl Cost) | 85 |
| Table B2.4 | Line Flows | 86 |
| Table B2.5 | Bus Operating Conditions (incl Cost) | 87 |
| Table B2.6 | Line Flows | 88 |
| Table B2.7 | Bus Operating Conditions (incl Cost) | 89 |
| Table B2.8 | Line Flows | 90 |
| Table B3.1 | Bus Operating Conditions (incl Cost) | 91 |
| Table B3.2 | Line Flows | 92 |
| Table B3.3 | Bus Operating Conditions (incl Cost) | 93 |

| Table Number | Details | Page Number |
|-------------------------|--|------------------------|
| Table B3.4 | Line Flows | 94 |
| Table B3.5 | Bus Operating Conditions (incl Cost) | 95 |
| Table B3.6 | Line Flows | 96 |
| Table B3.7 | Bus Operating Conditions (incl Cost) | 97 |
| Table B3.8 | Line Flows | 98 |
| Table B4.1 | Bus Operating Conditions (incl Cost) | 99 |
| Table B4.2 | Line Flows | 100 |
| Table B4.3 | Bus Operating Conditions (incl Cost) | 101 |
| Table B4.4 | Line Flows | 102 |
| Table B4.5 | Bus Operating Conditions (incl Cost) | 103 |
| Table B4.6 | Line Flows | 104 |
| Table B4.7 | Bus Operating Conditions (incl Cost) | 105 |
| Table B4.8 | Line Flows | 106 |
| Table C.1 | Generator Data for 13 Bus System | 109 |
| Table C.2 | Generator Bus Voltages for 13 Bus System | 109 |
| Table C.3 | Transformer Data for 13 Bus System | 110 |
| Table C.4 | Load Bus data for 13 Bus System | 110 |
| Table C.5 | Line Data for 13 Bus System | 111 |
| Table C.6 | Generator Cost Characteristics for 13 Bus System | 111 |
| Table C1.1 | Bus Operating Conditions (incl Cost) | 112 |
| Table C1.2 | Line Flows | 113 |
| Table C1.3 | Bus Operating Conditions (incl Cost) | 114 |
| Table C1.4 | Line Flows | 115 |
| Table C2.1 | Bus Operating Conditions (incl Cost) | 116 |

| Table Number | Details | Page Number |
|-------------------------|--|------------------------|
| Table C2.2 | Line Flows | 117 |
| Table C2.3 | Optimal Tap Settings | 117 |
| Table C2.4 | Bus Operating Conditions (incl Cost) | 118 |
| Table C2.5 | Line Flows | 119 |
| Table C2.6 | Optimal Tap Settings | 119 |
| Table C2.7 | Bus Operating Conditions (incl Cost) | 120 |
| Table C2.8 | Line Flows | 121 |
| Table C2.9 | Optimal Tap Settings | 121 |
| Table D.1 | Generator Data for 11 Bus System | 124 |
| Table D.2 | Bus Data for 11 Bus System | 125 |
| Table D.3 | Y Bus Matrix for 11 bus System | 125 |
| Table D.4 | Generator Cost Characteristics | 126 |
| Table D1.1 | Bus Operating Conditions (incl Cost) | 127 |
| Table D1.2 | Line Flows | 128 |
| Table D2.1 | Bus Operating Conditions (incl Cost) | 129 |
| Table D2.2 | Line Flows | 130 |
| Table D2.3 | Bus Operating Conditions (incl Cost) | 131 |
| Table D2.4 | Line Flows | 132 |

CHAPTER 1

INTRODUCTION

1.1 GENERAL

The electric supply industry in all the major countries like US,UK, Brazil, etc witnessed a wave of changes in the last two decades. Significant restructuring of the industry was done by deregulation (or more appropriately re-regulation) of the power sector. The erstwhile power sector had utilities which owned and operated the generation , transmission and distribution of the power in a centralized fashion. But break down of the three functional segments into separate entities was done by unbundling the power sector and a de regulated structure emerged . This resulted in operation of the power sector in a more efficient manner and provided better services and competitive prices to the customer.

The management of the transmission system and its pricing have been a subject of intense debate in view of the deregulation of this sector. There are several fundamental issues that have to be addressed in the operation of the transmission network in a new and modified framework. The basic infrastructure that has to be set up viz. the lines , control elements like transformers etc are costly and the utility would like to recover the costs for them. The real time control of the system is very complex and requires the determination of the optimal state of the system. If the system operating conditions lead to instable operation then the additional devices like reactive support at the buses, changing the taps of the tap changing transformers , changing the phase angles by operation of the phase shifting transformers etc is done.

The basic transmission system has a limit on the amount of power that can be transferred over the system. These can be due the lines thermal limits (either in steady state or under conditions of faults) , the voltage stability limits in the

system etc. This can be there in the normal operation of the system or when the system is operating in an insecure state. The insecure state of the system can result from various contingency situations like outage of generators, line faults, line outages, overloads on the system etc. This causes congestion on parts of the network.

A lot of literature in recent times has addressed the transmission system problems in the deregulated model. Some of the transmission management issues including congestion management have been discussed by Richard Christie et al. in Ref [1]. The authors use a DC formulation to calculate the various zone marginal costs. The issues of optimal reactive power planning has been discussed by K Bhattacharya et al. in ref [2]. The authors have advocated a modified OPF formulation for optimal placement and sizing of capacitors on various buses in the network. The problem of reactive power as an ancillary service has been addressed by Jin Zhong et al. in Ref [3]. The authors have investigated the reactive bid structures and the reactive power procurement issues. The optimal redispatch to alleviate transmission congestion by using cost signals has been proposed by Narayan S. Rau in Ref [4].

1.2 ORGANIZATION OF THE THESIS

1.2.1 Aim of the thesis : The aim of the thesis is to study transmission systems issues with emphasis on the congestion management in transmission systems.

1.2.2 Scope of the thesis : The DC and AC OPF formulations were done in MATLAB and GAMS software. A detailed study of the various test transmission systems was carried out. The problems of congestion were examined in the systems. The formulation of various strategies to overcome the congestion problems in the systems were also studied. The effects of static reactive support devices like capacitor banks and

transformers with variable taps and phase shifters on transmission system has also been investigated. Special emphasis on ill conditioned and radial networks has been done. The scope of the thesis is restricted to the steady state operation of the power system.

1.2.3 The thesis work is organized into the following chapters :

In Chapter 1 , the introduction to the thesis work and the general background along with the thesis organization is given.

In chapter 2, the various power system transmission management issues are discussed . This includes a short overview on the pricing methods and the tariffs for the various transmission resources .The causes and effects of congestion of the network on a power system are also discussed. The use and pricing of reactive power services like static capacitors and tap/phase shifting transformers for voltage improvement and congestion management are also seen.

In chapter 3 , the background to the Newton Raphson Load flow method , which was used to solve the power flow in the steady state evaluation of the system is shown. The formulation of the Optimal Power Flow (OPF) for solving the system is done. The DC OPF and the various types of AC OPF formulations are spelt out.

In chapter 4 the different studies carried out on the various test systems are presented. The comparisons of the various methods and the test results are given . The lessons drawn out of the thesis are also presented.

In chapter 5 the conclusions and scope for further work are given.

CHAPTER 2

TRANSMISSION NETWORKS AND CONGESTION MANAGEMENT

2.1 INTRODUCTION

Transmission network and ancillary services are a very important part of the power system and their correct planning and operation is one of the important aspects for the stable operation of the power system. Transmission lines act as a complement to generation. New transmission lines increase competition between suppliers. They are a public good because they reduce market power. The siting of a new transmission line is a highly regulated and contentious process. It is also difficult to assign individual physical or financial rights to the power grid in such a way that investors make the appropriate return on their investment. These complexities make any deregulation of the market for transmission lines seem difficult indeed. The distribution system seems even more difficult to deregulate, and so far there have been few if any proposals to do so.

There are three main issues in the management of the transmission networks.

- a. The transmission system tariffs : The methods of pricing and ways to charge the different users for the use of the system.
- b. The loss management methods : The issue is to reduce the losses in the system and if the losses cannot be reduced below a certain level then ways to account for them.
- c. Congestion Management in the system : The ways to avoid congestion in the system and if unavoidable the methods of pricing congestion in the system.

2.2 TRANSMISSION PRICING METHODS

The transmission pricing would involve the pricing for the capital costs incurred in the setting up of the infrastructure and also the variable costs of operation of the system. The pricing method is fundamental to recover the costs of the transmission system usage. There are a variety of pricing methods to recover the costs of transmission services . In brief the various pricing methods are as follows:

- a. Flat Fee - In this the total price is divided equally among all the users of the transmission network.
- b. Postage Stamp Method – In postage stamp method the total cost is divided among the users on a unit of the energy consumed.
- c. Pro forma Transmission Tariffs – In this each user pays a fixed capacity cost based on a per Kw basis and another variable operating cost .
- d. MW Mile – In this method a price is set for both the amount of power consumed and the distance through which it is wheeled.
- e. Contract Path – In this the direct path through the point of intake and outtake of power is priced for its use..
- f. Rated System Path – The power in a network would actually be flowing over many parallel paths and hence the system path is used in this method of pricing.
- g. Locationally Based Marginal Prices – In this the marginal values of the OPF variables are used to set the price at every node and then the difference between the two nodes will give the variable price between the two nodes .

2.3 CONGESTION MANAGEMENT ISSUES

Congestion in a transmission grid occurs due to an operating condition that causes limit violations on one or more transmission paths in the system. Congestion has become more important as the number of transactions and magnitude of power flow increases.

Transmission Congestion is defined as “ a critical operating condition that there is not sufficient transmission capability to accommodate all existing energy transactions simultaneously due to various unexpected contingencies,i.e., outage of generators or transmission facilities and unclaimed new loads etc ”. There are two major objectives in congestion management : one is maintenance of system security and the other is market reliability.

2.3.1 **Causes of Congestion** : Congestion in a system can be caused due to one of the following reasons :

- a. **Line Outages** : The power flows in the system get changed on the outage of a line in the network. Due to this outage some critical lines may get overloaded and this leads to congestion.
- b. **Generator Outages** : If a generator outage takes place then rescheduling of the power injections has to be done. This may lead to such a condition that some lines are to be loaded beyond their limits to supply the same loads . This condition also leads to congestion in the system.
- c. **Overloads in System** : If the load at some bus / buses is increased beyond a certain limit then this may lead to congestion on the critical paths to the area from where this load is being met.

2.3.2 **Classification of Congestion Management Methods** : The different techniques for congestion management can be broadly divided into two parts :

- a. **Deterrent Techniques** : The aim is to schedule generation prior to operation in such a way that congestion is avoided. These are ex ante techniques as they are used in advance.
- b. **Corrective Techniques** : This is done in the real time operation. They are employed as and when congestion is detected in the system.

2.3.3 **Techniques of Congestion Management**

- a. **Long Term Planning and Design** : This is the longest but the best way to relieve congestion on lines which are overloaded. The proper study of the actual system operating conditions over a prolonged period are carried out and then the critical bottlenecks in the system are identified . The transmission lines which are critical are “ beefed up ”, that is their capacity is increased by laying new lines along these routes.
- b. **Out Of Merit Dispatch** : One of the ways to manage congestion is to redispatch the generators in such a fashion that the congestion is relieved . This would imply that more costly units would have to be switched on . This would increase the overall cost. This added cost would have to be borne by the customers .
- c. **Curtailement of loads** : If the congestion occurs due to overloads in the system and the removal is not possible from reschedule of the power then the loads can be curtailed to the extent the congestion is relieved.

2.3.4 **Pricing of Congestion and Allocation of Congestion Charges :**

Congestion pricing is one of the very important problems in electricity market design. Although the costs imposed by congestion in an efficiently run system are quite low, badly designed congestion pricing can make the system unmanageable. Any efficient method of congestion management will charge for the use of congested lines. Pricing ensures that those who value the line most get to use it. This is the only efficient way to manage congestion. They charge users of transmission for a scarce resource, and this always has a positive value. The revenues collected are called the congestion rent. The major focus today is on the following two methods of congestion pricing :

- a. **Zonal Pricing** : When congestion takes place , the whole network is broken down into zones or price areas at the bottlenecks . At each and every zone (which could be a collection of buses / areas) the zone price varies and a fee for the congestion across a zone is levied.
- b. **Nodal Pricing** : Under nodal pricing , the marginal price of the nodes are calculated and the difference between the two buses marginal price is the congestion price. A great advantage of a nodal pricing system is that it creates incentives that are "self policing." Competitive market generators and loads could bid into a spot market and find that the economic dispatch result created a solution that would meet the no arbitrage condition. The locational prices would be such that every generator with a bid less than the price at its location would be running, and generators who had bid more than the market clearing price would not be running. There would be no artificial incentive to deviate from the market equilibrium solution.

2.3.5 **Allocation of Congestion Prices and Firm Transmission Rights** : Once the total congestion charges in the system are known then they are allocated to the users in a predetermined fashion. This may be allocated to all the customers or only to the entities/customers who have caused the congestion . This would depend on the policy set by the system operating / controlling agency like the ISO. In deregulated markets energy producers are paid the MCP (Market Clearing Price) for energy. The generating companies and the loads can enter into contracts and then are offered FTR's (Financial Transmission Rights) between nodes. When congestion takes place then the LMP at different nodes in the system are different. To hedge against the fluctuations of LMP the holders of FTR can either receive or pay the difference between the prices at nodes of delivery and receipt.

CHAPTER 3

LOAD-FLOW AND OPTIMAL LOAD FLOW SOLUTION

3.1 INTRODUCTION

Load flow solution is a solution of the network under steady state condition subjected to certain inequality constraints under which the system operates. These constraints can be in the form of load nodal voltages, reactive power generation of the generators, the tap settings of a tap changing under load transformer etc.

The load flow solution gives the nodal voltages and phase angles and hence the power injection at all the buses and power flows through interconnecting transmission lines. Load flow solution is essential for designing a new power system and for planning extension of the existing one for increased load demand. This analysis requires the calculation of numerous load flows under both normal and abnormal (outage of transmission line, or outage of some generating source) operating conditions. Load flow solution also gives the initial conditions of the system when the transient behavior of the system is to be studied. Single line representation is enough under balanced operating conditions. A load flow solution of the power system requires mainly the following steps:

- Formulation of the network equations.
- Suitable mathematical technique for solution of the equations.

Under steady state condition the network equations will be in the form of simple algebraic equations. The load and hence generation are continually changing in a real power system, but for solving load flow it is assumed that loads and hence generation are fixed at a particular value over a suitable period of time. E.g. half an hour or so.

In a power system each bus or node is associated with four quantities, real and reactive powers, bus voltages magnitude and its phase angle. In a load flow solution two out of four quantities are specified and the remaining two are required to be obtained through the solution of the equations. The buses are

classified depending upon the quantities specified into the following three categories

- Load bus: At this bus the real and reactive components of power are specified. It is desired to find out the voltage magnitude V and phase angle δ through the load flow solution.
- Generator bus or voltage controlled bus: Here the voltage magnitude corresponding to the generation voltage and real power P_G corresponding to its ratings are specified. It is required to find out the reactive power generation Q_G and the phase angle δ of the bus voltage.
- Slack, swing or reference bus: Here the voltage magnitude V and phase angle δ are specified. This will take care of the additional power generation required and Transmission losses. It is required to find of real and reactive power generations (P_G, Q_G) at this bus.

3.2 NEWTON-RAPHSON LOAD FLOW (NRLF) METHOD

For a N-bus power system there will be n equations for real power P_i and n-equation for reactive power Q_i .

$$\left. \begin{aligned} P_i &= P_{Gi} - P_{Di} = \sum_{j=1}^n [V_i V_j Y_{ij} \cos(\delta_i - \delta_j - \theta_{ij})] \\ Q_i &= Q_{Gi} - Q_{Di} = \sum_{j=1}^n [V_i V_j Y_{ij} \sin(\delta_i - \delta_j - \theta_{ij})] \\ i &= 1, 2, 3, \dots, n \end{aligned} \right\} \dots (3.1)$$

The number of equations to be solved depends upon the specifications we have. If the total number of buses is n and number of generator buses is m then the number equation to be solved will be number of known P_i 's and number of known Q_i 's. In the above conditions number of known P_i 's are n-1 and the number of known Q_i 's are n-m, therefore the total number of simultaneous equation will be $2*n-m-1$, and number of unknown quantities also $2*n-m-1$. Unknowns to be find

out are δ at all the buses except slack (i.e. n-1) and V at load bus (i.e. n-m). Following the method explained problem can be formulated as

$$\begin{pmatrix} \Delta P \\ \Delta Q \end{pmatrix} = \begin{pmatrix} \frac{\partial P}{\partial \delta} & \frac{\partial P}{\partial V} \\ \frac{\partial Q}{\partial \delta} & \frac{\partial Q}{\partial V} \end{pmatrix} \begin{pmatrix} \Delta \delta \\ \Delta V \end{pmatrix} \quad \dots \quad (3.2)$$

Real power terms will be calculated for all the buses except slack and reactive power terms will be calculated for load buses. In the above equation

$$\begin{pmatrix} \Delta P \\ \Delta Q \end{pmatrix} \text{ is the mismatch vector}$$

$$\begin{pmatrix} \Delta \delta \\ \Delta V \end{pmatrix} \text{ is the correction vector}$$

and

$$J = \begin{pmatrix} \frac{\partial P}{\partial \delta} & \frac{\partial P}{\partial V} \\ \frac{\partial Q}{\partial \delta} & \frac{\partial Q}{\partial V} \end{pmatrix} \text{ is the Jacobian matrix} \quad \dots \quad (3.3)$$

Some constraints are applied on Load flow solution. The solution has to have some limits such as voltage, and reactive power should not be greater/lesser than its limits.i.e

$$Q_{i \min} < Q_i < Q_{i \max} \quad \dots \quad (3.4)$$

Voltage has to satisfy the conditioned given below

$$V_{i \min} < V_i < V_{i \max} \quad \dots \quad (3.5)$$

3.3 INTRODUCTION TO OPTIMAL POWER FLOW

The work done in this thesis utilizes an optimal power flow program, OPF, as the tool for solving these problems. The OPF is a natural choice for addressing these concerns because it is basically an optimal control problem. The OPF utilizes all control variables to help minimize the costs of the power system operation. It also yields valuable economic information and insight into the power system. In these ways, the OPF very adeptly addresses both the control and economic problems.

Before beginning the creation of an OPF, it is useful to consider the goals that the OPF will need to accomplish. The primary goal of a generic OPF is to minimize the costs of meeting the load demand for a power system while maintaining the security of the system. The costs associated with the power system may depend on the situation. From the viewpoint of an OPF, the maintenance of system security requires keeping each device in the power system within its desired operation range at steady-state. This will include maximum and minimum outputs for generators, maximum MVA flows on transmission lines and transformers, as well as keeping system bus voltages within specified ranges. It should be noted that the OPF only addresses steady-state operation of the power system. Topics such as transient stability, dynamic stability, etc are not addressed.

To achieve these goals, the OPF will perform all the steady-state control functions of the power system. These functions may include generator control and transmission system control. For generators, the OPF will control generator MW outputs as well as generator voltage. For the transmission system, the OPF will control the tap ratio or phase shift angle for variable transformers. The OPF also helps in the determination of system marginal cost data. This marginal cost data can aid in the pricing of MW transactions as well as the pricing ancillary services such as voltage support through MVAR support , transformers . In solving the OPF the marginal cost data are determined as a by-product of the solution technique. The OPF program written in conjunction with this thesis uses

Newton's method as its solution algorithm. It will tackle all of the goals set forth for an OPF except the control of FACTS devices. The control of these may be added at a later time as desired.

3.4 DEFINITION OF THE OPTIMIZATION PROBLEM

The optimization problem can be stated as

$$\min C(\mathbf{x}, \mathbf{u}) \quad \text{.....(3.6)}$$

subject to equality constraints

$$\mathbf{f}(\mathbf{x}, \mathbf{u}, \mathbf{p}) = 0 \quad \text{.....(3.7)}$$

To solve the optimization problem, defining the Lagrangian function as

$$\mathcal{L}(\mathbf{x}, \mathbf{u}, \mathbf{p}) = C(\mathbf{x}, \mathbf{u}) + \boldsymbol{\lambda}^T \mathbf{f}(\mathbf{x}, \mathbf{u}, \mathbf{p}) \quad \text{.....(3.8)}$$

where $\boldsymbol{\lambda}$ is the vector of Lagrangian multipliers of the same dimension as

$$\mathbf{f}(\mathbf{x}, \mathbf{u}, \mathbf{p}).$$

The necessary conditions to minimize the unconstrained lagrangian function are

$$\frac{\partial \mathcal{L}}{\partial \mathbf{x}} = \frac{\partial C}{\partial \mathbf{x}} + \left[\frac{\partial \mathbf{f}}{\partial \mathbf{x}} \right]^T \boldsymbol{\lambda} = 0 \quad \text{.....(3.9)}$$

$$\frac{\partial \mathcal{L}}{\partial \mathbf{u}} = \frac{\partial C}{\partial \mathbf{u}} + \left[\frac{\partial \mathbf{f}}{\partial \mathbf{u}} \right]^T \boldsymbol{\lambda} = 0 \quad \text{.....(3.10)}$$

$$\frac{\partial \mathcal{L}}{\partial \boldsymbol{\lambda}} = \mathbf{f}(\mathbf{x}, \mathbf{u}, \mathbf{p}) = 0 \quad \text{.....(3.11)}$$

Where \mathbf{f} , \mathbf{x} , \mathbf{u} , \mathbf{p} and $\boldsymbol{\lambda}$ are vectors.

The Eq. (3.11) is obviously the same as equality constraints. The expressions for

$\frac{\partial C}{\partial \mathbf{x}}$ and $\frac{\partial \mathbf{f}}{\partial \mathbf{u}}$ as needed in equations (3.9) are rather involved. $\frac{\partial \mathbf{f}}{\partial \mathbf{x}}$ is nothing but

Jacobian matrix.

Equations (3.9), (3.10) and (3.11) are non-linear algebraic equations and can only be solved iteratively. A simple yet efficient iteration scheme, that can be employed, is the steepest descent method (also called gradient method). The basic

technique is to adjust the control vector u , so as to move from one feasible solution point in the direction of steepest descent (negative gradient) to a new feasible solution point with a lower value of objective function. By repeating these moves in the direction of the negative gradient, the minimum will finally be reached.

3.4.1 Inequality Constraints on Control Variables

The inequality constraints of the OPF reflect the limits on physical devices in the powersystem as well as the limits created to ensure system security. Physical devices that require enforcement of limits include generators, tap changing transformers, and phase shifting transformers. Generators have maximum and minimum output powers and reactive powers which add inequality constraints. The control variables are always constrained

$$\mathbf{u}_{\min} \leq \mathbf{u} \leq \mathbf{u}_{\max} \quad \dots(3.12)$$

e.g.

$$P_{ci,\min} \leq P_{ci} \leq P_{ci,\max}$$

3.5 OPTIMAL POWER FLOW METHODS

3.5.1 DC OPTIMAL POWER FLOW

The DC power flow is a simple and quick load flow solution of the system. The following assumptions are made :

- a. Voltage Magnitude at all the buses are close to 1 p.u.
- b. The resistances of all the lines are neglected as compared to the reactances of the line.i.e

$$r_y \cong 0$$

- c. All shunts are neglected .
- d. All transformers are set to 1 p.u. tapping.

With the above assumptions the Power Flow from Bus i to Bus j is given by

$$P_{ij} = \frac{1}{x_{ij}} (\delta_i - \delta_j) \quad \dots\dots(3.13)$$

where

P_{ij} = Power Flow on transmission line from bus i to bus j

x_{ij} = Line inductive reactance in p.u

δ_i = Phase angle at bus i

δ_j = Phase angle at bus j

The total power flow into a bus i , P_i , is the algebraic sum of generation and load at the bus and is called bus power.

$$P_i = \sum_j P_{ij} = \sum_j \frac{1}{x_{ij}} (\delta_i - \delta_j) \quad \dots(3.14)$$

This can be expressed as a matrix equation

$$\begin{bmatrix} P_1 \\ \vdots \\ \vdots \\ P_n \end{bmatrix} = [B_x] \begin{bmatrix} \delta_1 \\ \vdots \\ \vdots \\ \delta_n \end{bmatrix} \quad \dots(3.15)$$

Here it should be noted that if P_{gi} is the injected power at the bus i and if P_{di} is the load at bus i , then

$$P_i = P_{gi} - P_{di} \quad \dots(3.16)$$

The complete DC OPF formulation is thus as follows

The objective function C has to be minimized (For example the real power cost of generators operating cost)

$$C = \sum_i C_i(P_{Gi}) \quad \dots\dots\dots(3.17)$$

subject to the DC load flow equations

$$\begin{bmatrix} P_1 \\ \vdots \\ \vdots \\ P_n \end{bmatrix} = [B_x] \begin{bmatrix} \delta_1 \\ \vdots \\ \vdots \\ \delta_n \end{bmatrix} \quad \dots\dots\dots(3.18)$$

subject to generator limit constraints

$$P_{Gi, \min} \leq P_{Gi} \leq P_{Gi, \max} \quad \dots(3.19)$$

subject to interface flow constraints

$$-P_{ij}^{\max} \leq P_{ij} \leq P_{ij}^{\max} \quad \dots(3.20)$$

3.5.2 AC OPTIMAL POWER FLOW (WITH EQUALITY AND INEQUALITY CONSTRAINTS)

The objective function C has to be minimized (For example the real power cost of generators operating cost)

$$C = \sum_i C_i(P_{Gi}) \quad \dots\dots\dots(3.21)$$

subject to the AC load flow equations

$$\left. \begin{aligned} P_i - \sum_{j=1}^n |V_i| |V_j| |Y_{ij}| \cos(\theta_{ij} + \delta_i - \delta_j) &= 0 \\ Q_i + \sum_{j=1}^n |V_i| |V_j| |Y_{ij}| \sin(\theta_{ij} + \delta_i - \delta_j) &= 0 \end{aligned} \right\} \text{for each PQ bus}$$

and

$$P_i - \sum_{j=1}^n |V_i| |V_j| |Y_{ij}| \cos(\theta_{ij} + \delta_i - \delta_j) = 0 \text{ for each PV bus.} \quad \dots\dots\dots(3.22)$$

It is to be noted that at the i^{th} bus

$$\begin{aligned} P_i &= P_{Gi} - P_{Di} \\ Q_i &= Q_{Gi} - Q_{Di} \end{aligned} \quad \dots\dots\dots(3.23)$$

Where P_{Di} and Q_{Di} are load demands at bus i .

Thus in vector form

$$\mathbf{f}(\mathbf{x}, \mathbf{y}) = \left[\begin{array}{l} \left. \begin{array}{l} P_i - \sum_{j=1}^n |V_i| |V_j| |Y_{ij}| \cos(\theta_{ij} + \delta_i - \delta_j) = 0 \\ Q_i + \sum_{j=1}^n |V_i| |V_j| |Y_{ij}| \sin(\theta_{ij} + \delta_i - \delta_j) = 0 \end{array} \right\} \begin{array}{l} \text{For each PQ bus} \\ \text{For each PV bus} \end{array} \\ P_i - \sum_{j=1}^n |V_i| |V_j| |Y_{ij}| \cos(\theta_{ij} + \delta_i - \delta_j) = 0 \end{array} \right] \quad \dots\dots\dots(3.24)$$

Where the vector of dependent variables is

$$\mathbf{x} = \left[\begin{array}{l} |V_i| \\ \delta_i \\ \delta_j \end{array} \right] \left\{ \begin{array}{l} \text{For each PQ bus} \\ \text{For each PV bus} \end{array} \right. \quad \dots\dots\dots(3.25)$$

and the vector of independent variables is

$$\mathbf{y} = \left[\begin{array}{l} |V_1| \\ \delta_1 \\ P_i \\ Q_i \\ P_i \\ |V_i| \end{array} \right] \left\{ \begin{array}{l} \text{For slack bus} \\ \text{For each PQ bus} \\ \text{For each PV bus} \end{array} \right.$$

$$\mathbf{y} = \begin{bmatrix} \mathbf{u} \\ \mathbf{p} \end{bmatrix} \quad \dots\dots\dots(3.26)$$

In the above formulation, the objective function should include the slack bus power.

The vector of independent variables \mathbf{y} can be partitioned into two parts – a vector \mathbf{u} of control variables, which are to be varied to achieve optimum value of the objective function and a vector \mathbf{p} of fixed or disturbance or uncontrollable parameters. Control parameters may be voltage magnitudes on PV buses, P_{Gi} at buses with controllable power etc.

3.6 CLASSES OF OPTIMAL POWER FLOW ALGORITHMS

3.6.1 The OPF algorithm should have the load flow equations also as equality constraints. But the separation of OPF algorithms into classes is mainly governed by the fact that better methods can be used for the ordinary load flow, which in turn provides an easy access to an intermediate solution in the course of the iterative process. The OPF algorithms can be classified into the following types :

- a. **Class A Algorithms** : Methods whereby the optimization starts from a solved load flow. The load flow is decoupled from the optimization process for the other constraints.
- b. **Class B Algorithms** : Methods relying on the exact optimality conditions whereby the load flow equations are included as equality constraints. There is no prior knowledge of the load flow solution. There are advantages and disadvantages of both the methods. The choice would depend on the nature of the problem, the objective function and the complexity of the solution.

CHAPTER 4

CASE STUDIES AND TEST RESULTS

4.1 GENERAL BACKGROUND

4.1.1 In this study the evaluation of the transmission networks was carried out using the DC and the AC OPF formulations . Traditionally the DC power flow model of OPF has been used for transmission evaluation and congestion management tasks. Although it has the advantage of offering easy calculations and complexity , the line flows give significant errors as the reactive component is ignored. Hence the study was done using both the methods. A non linear programming algorithm was used to solve the OPF. The general optimization procedure developed had the objective of reduction of overall cost of system operation. The following paragraphs give a background to the costs which are attributed to the various network components which have been taken into consideration.

4.1.2 **Generator Operating Cost** : One of the major costs in the running of the system is the cost of the generators . The major component of generator operating cost is the cost of generating real power . This is expressed generally in terms of fuel input/hour. The maintenance contributes only to a small extent. The input-output curve of a unit can be expressed in million kilocalories per hour or directly in terms of rupees per hour versus output in megawatts. For every generator, $(MW)_{\min}$ is the minimum loading limit below which it is uneconomical to operate the unit and $(MW)_{\max}$ is the maximum output limit. The analytical

operating cost can be written as $C_i(P_{Gi})$ Rs/hour at output P_{Gi} , where the suffix i stands for the unit number. It generally suffices to fit a second degree polynomial i.e.,

$$C_i = a_i + b_i P_{Gi} + c_i P_{Gi}^2 \text{ Rs/hour} \quad \dots\dots\dots(4.1)$$

The slope of the cost curve, i.e., $\frac{dC_i}{dP_{Gi}}$ is called the incremental fuel cost (IC), and is expressed in units of rupees per megawatt hour (Rs/MWh). If the cost curve is approximated as in Eq. (4.1) then the expression for IC will be

$$(IC)_i = 2c_i P_{Gi} + b_i \quad \dots\dots(4.2)$$

i.e., a linear relationship.

4.1.3 Cost for Reactive Support Devices Capacitors : In the study the reactive support devices that are used for providing reactive support at the load buses are static capacitor banks which are modeled as continuous variables. There is a cost factor for the capacitor banks which is arrived at after considering the various factors like the capital cost of the installation, the capacity, the life of the capacitor bank, the operational factor etc. This cost factor, which is called the capacitor cost is multiplied with the optimal setting obtained to give the cost for the capacitors.

4.1.4 Cost for Transformers : The regulating transformers in a system provide a convenient means of controlling the real power and the reactive power flow along a transmission line. There are cost factors involved for the change of the tap position and the phase of the transformers. This cost would be arrived at after consideration of the capital costs, the availability factor, the life etc of the transformer. This cost factor is multiplied with the optimal tap

setting to give the costs for the transformers.

4.1.5 **Software** : The studies on the various test systems for the different cases was done by writing programs for load flow and DC and AC OPF. This was done using MATLAB and GAMS softwares. The OPF was solved using the CONOPT 2 solver of the GAMS software. The studies were done on a PC (HCL Infiniti machine) with a PIII processor at 667 Mhz . The following test system reports are presented in this thesis :

4 Bus Radial EREB system.

IEEE 14 Bus System.

13 Bus Ill Conditioned System.

4.2 **OPTIMAL REACTIVE SUPPORT PLACEMENT**

The reactive power support in the network is very important to keep the system from voltage collapse. The reactive power planning (RPP) problem involves optimal allocation and sizing of the reactive power sources at load centres to improve the system voltage profile and reduce losses. The various types of reactive power sources that are available are

- a. Static sources like Capacitor Banks .
- b. Variable sources like SVC , Statcom)

4.2.1 In the thesis the study of optimal allocation of Reactive Sources is restricted to capacitor banks only. The siting of capacitors would be done at the buses where the voltage of the system is falling below the limit. Hence all the load buses are candidates for the installation of the capacitors. A modified OPF formulation is used for the allocation and sizing of the capacitors at the load buses. The technique used for solving is a Non Linear Optimization algorithmn .

The general formulation of the OPF is as follows :

Minimize Objective Function :

$$Cost = \sum_{i \in NG} C_i(P_{gi}) + \sum_{i \in NL} Q_{ci} * CAPCOST + \sum_{i,j \in NB} tap_{ij} * TAPCOST \quad \dots\dots\dots(4.3)$$

The system operating constraints are the following :

a. Load Flow Equations :

$$P_{Gi} - P_{Di} - \sum_{j=1}^n |V_i| |V_j| |Y_{ij}| \cos(\delta_i - \delta_j - \theta_{ij}) = 0 \quad \dots\dots\dots(4.4)$$

for $i = 1, \dots, N$

$$Q_{Gi} - Q_{Di} - \sum_{j=1}^n |V_i| |V_j| |Y_{ij}| \sin(\delta_i - \delta_j - \theta_{ij}) = 0 \quad \dots\dots\dots(4.5)$$

for $i = 1, \dots, NG$

$$Q_{Gi} - Q_{Di} + Q_{Ci} - \sum_{j=1}^n |V_i| |V_j| |Y_{ij}| \sin(\delta_i - \delta_j - \theta_{ij}) = 0 \quad \dots\dots\dots(4.6)$$

for $i = 1, \dots, NL$

b. Limits on Generators :

i. Limit on Active Power of a Generator

$$P_{Gi, \min} \leq P_{Gi} \leq P_{Gi, \max} \quad \dots\dots\dots(4.7)$$

for $i = 1, \dots, NG$

ii. Limit on Reactive Power of a Generator

$$Q_{Gi, \min} \leq Q_{Gi} \leq Q_{Gi, \max} \quad \dots\dots\dots(4.8)$$

for $i = 1, \dots, NG$

c. Limits on Voltages at the Buses

i. $V_i = \text{Constant}$ \dots\dots\dots(4.9)

for $i = 1, \dots, NG$

ii. $V_{i, \min} < V_i < V_{i, \max}$ \dots\dots\dots(4.10)

for $i = 1, \dots, NL$

- d. Limits on MVA flow on Transmission Lines

$$P_{ij}^2 + Q_{ij}^2 \leq S_{ij,high}^2 \quad \dots\dots\dots(4.11)$$

$$\forall i, j; i \neq j$$

- e. Limits on Tap Positions of a Transformer

$$tap_{ij}^{low} \leq tap_{ij} \leq tap_{ij}^{high} \quad \dots\dots\dots(4.12)$$

- f. VAR injection Limits

$$0 \leq Q_{Ci} \leq Q_{Ci,max} \quad \dots\dots\dots(4.13)$$

for $i = 1, \dots\dots\dots, NL$

4.3 4 BUS RADIAL SYSTEM : OPTIMAL CAPACITOR PLACEMENT STUDIES AND RESULTS

4.3.1 A 4 bus Radial system was first taken up to study the optimal placement of capacitors and effects of optimal transformer tap settings . The system data is given at Appendix A.

4.3.2 The following cases have been studied on the system.

- a. The system at base case with no reactive power support provided and all the taps set at unity tap settings. The base case is solved for different Load Scaling Factors (LSF). The detailed results are attached at Appendix A1.
- b. Now the system is solved with optimal reactive power support provided at the load buses with the taps at unity tap settings. This is solved for different load scaling factors. The detailed results are attached at Appendix A2.
- c. Then the system was studied with optimal reactive power support being provided at the load buses and the optimized tap settings. This is also studied for different load scaling factors. The detailed results are attached at Appendix A3.

4.3.3 **Analysis of the results :**

- a. The base case was solved with LSF upto 0.31 . As the real power load of the system increases the voltage at the buses starts falling. At LSF of 0.31 the system hits the reactive power limit of the Generator 1. The system is no longer able to supply the reactive power .
- b. When the reactive power support in form of capacitor banks at the load buses is provided then the system is able to supply real power load upto an LSF of 1.13.
- c. When the tap settings are also optimized the cost of operation reduces further.
- d. It is observed that the voltage profile at the load buses improves considerably by the provision of optimal reactive power.
- e. The system real losses are significantly lower when the reactive support is provided at the load buses.
- f. The requirement of the real power from the generation sources also reduces as the losses in the system are lower.

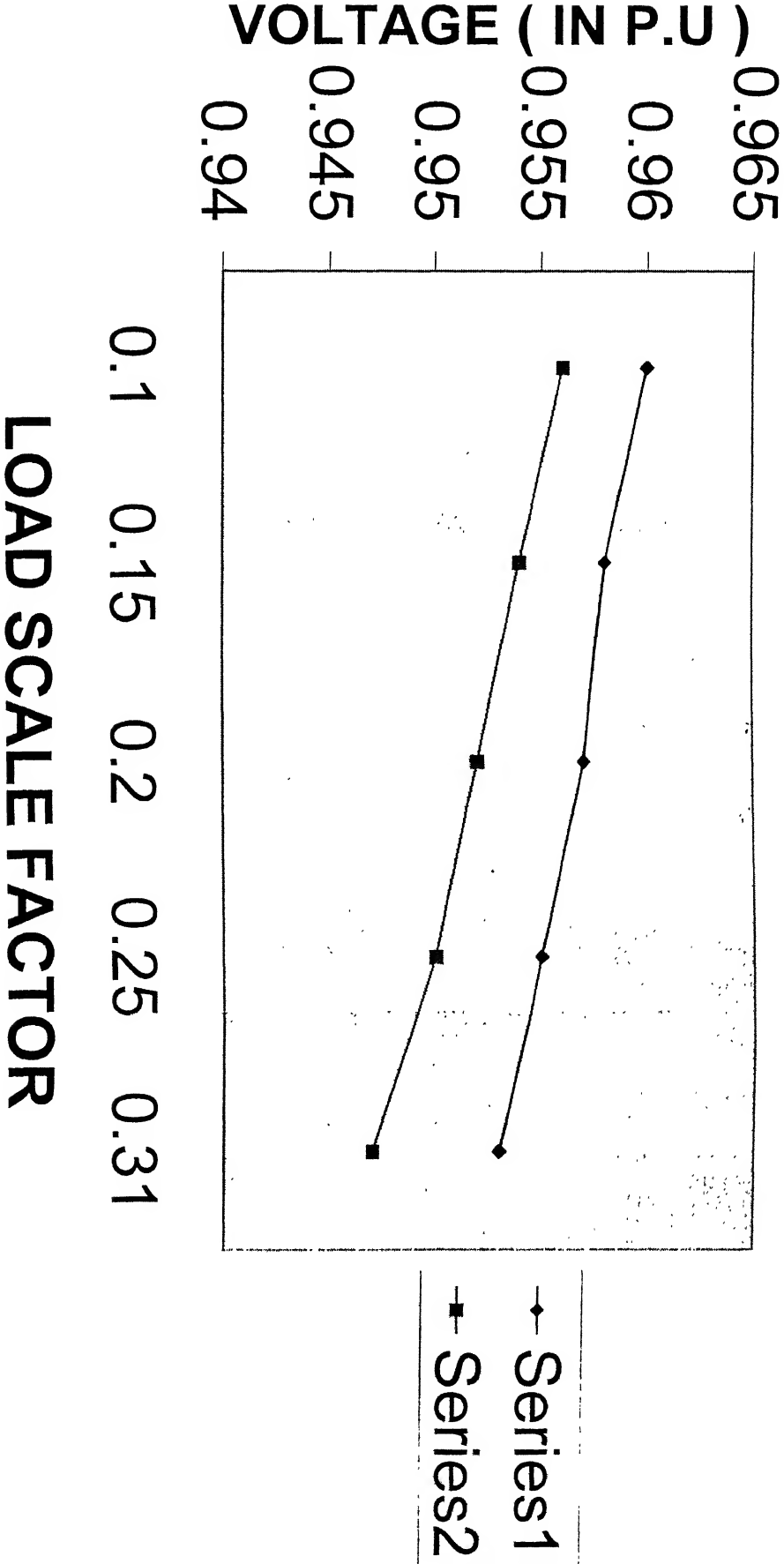
TABLE 4.1 - VOLTAGE AT BUSES FOR DIFFERENT LOAD SCALING FACTORS
(WITHOUT REACTIVE POWER SUPPORT)

| BUS NUMBER | LSF 0.1 | LSF 0.15 | LSF 0.2 | LSF 0.25 | LSF 0.31 | REMARKS |
|-----------------------|--------------------|---------------------|--------------------|---------------------|---------------------|----------------|
| 1 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | |
| 2 | 0.990 | 0.988 | 0.987 | 0.985 | 0.983 | |
| 3 | 0.857 | 0.848 | 0.838 | 0.825 | 0.804 | |
| 4 | 0.788 | 0.774 | 0.758 | 0.738 | 0.704 | |
| 5 | 0.956 | 0.954 | 0.952 | 0.950 | 0.947 | |
| 6 | 0.760 | 0.748 | 0.734 | 0.717 | 0.690 | |
| 7 | 0.732 | 0.717 | 0.698 | 0.675 | 0.636 | |
| | | | | | | |

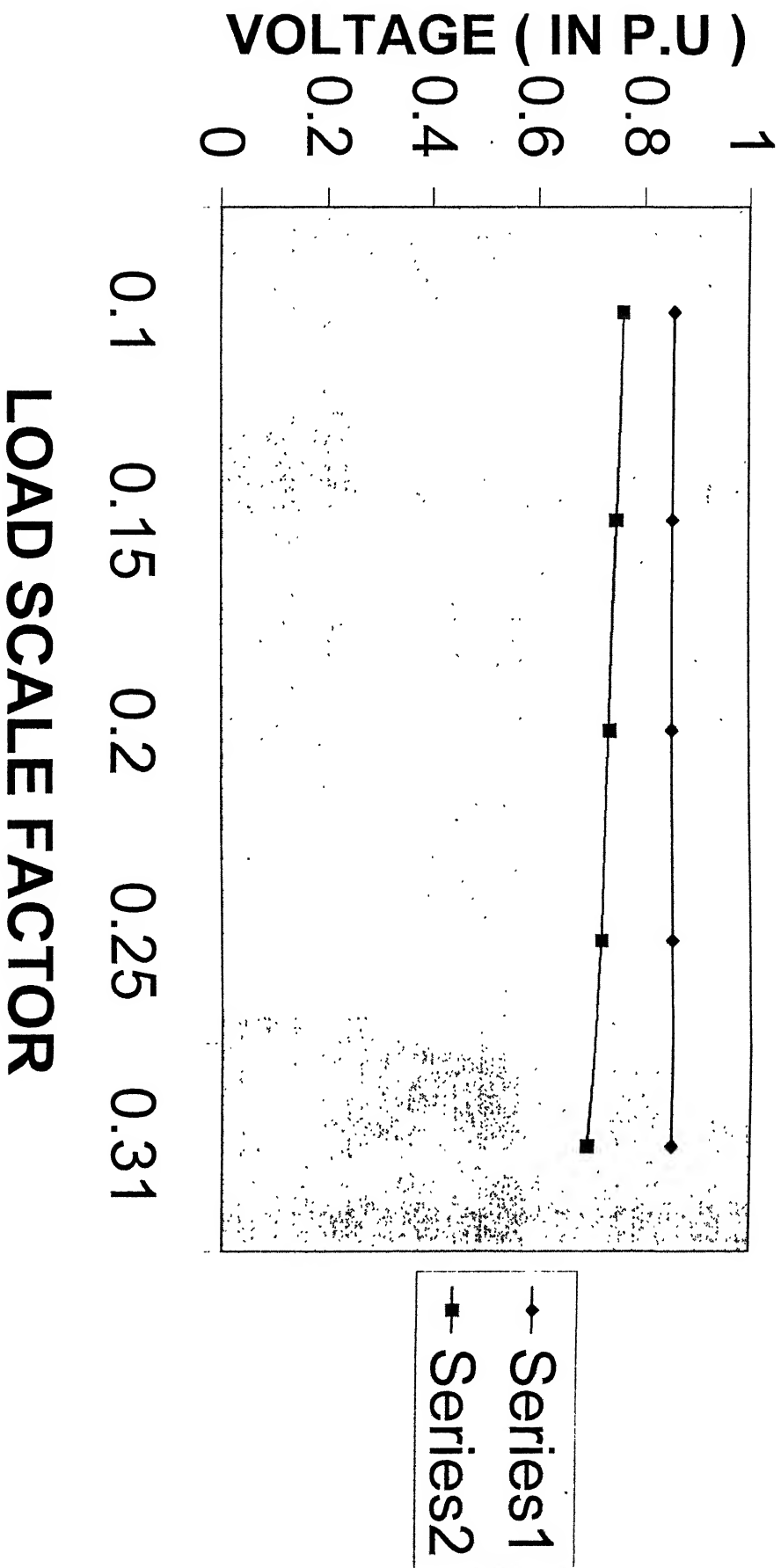
TABLE 4.2 - VOLTAGE AT BUSES FOR DIFFERENT LOAD SCALING FACTORS
(WITH REACTIVE POWER SUPPORT)

| BUS NUMBER | LSF 0.1 | LSF 0.15 | LSF 0.2 | LSF 0.25 | LSF 0.31 | LSF 1.0 | LSF 1.04 | LSF 1.08 | LSF 1.13 |
|-----------------------|--------------------|---------------------|--------------------|---------------------|---------------------|--------------------|---------------------|---------------------|---------------------|
| | | | | | | | | | |
| 1 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 2 | 0.993 | 0.992 | 0.991 | 0.990 | 0.989 | 0.971 | 0.970 | 0.969 | 0.971 |
| 3 | 0.928 | 0.925 | 0.923 | 0.992 | 0.920 | 0.910 | 0.914 | 0.919 | 0.983 |
| 4 | 0.906 | 0.903 | 0.900 | 0.898 | 0.896 | 0.919 | 0.924 | 0.930 | 0.998 |
| 5 | 0.960 | 0.958 | 0.957 | 0.955 | 0.953 | 0.926 | 0.925 | 0.923 | 0.935 |
| 6 | 0.858 | 0.855 | 0.853 | 0.852 | 0.850 | 0.865 | 0.868 | 0.871 | 0.938 |
| 7 | 0.871 | 0.868 | 0.866 | 0.864 | 0.862 | 0.909 | 0.914 | 0.919 | 0.988 |

PLOT OF LOAD Vs VOLTAGE AT BUS 5



PLOT OF LOAD VS VOLTAGE AT BUS 6



PLOT OF LOAD VS VOLTAGE AT BUS 7

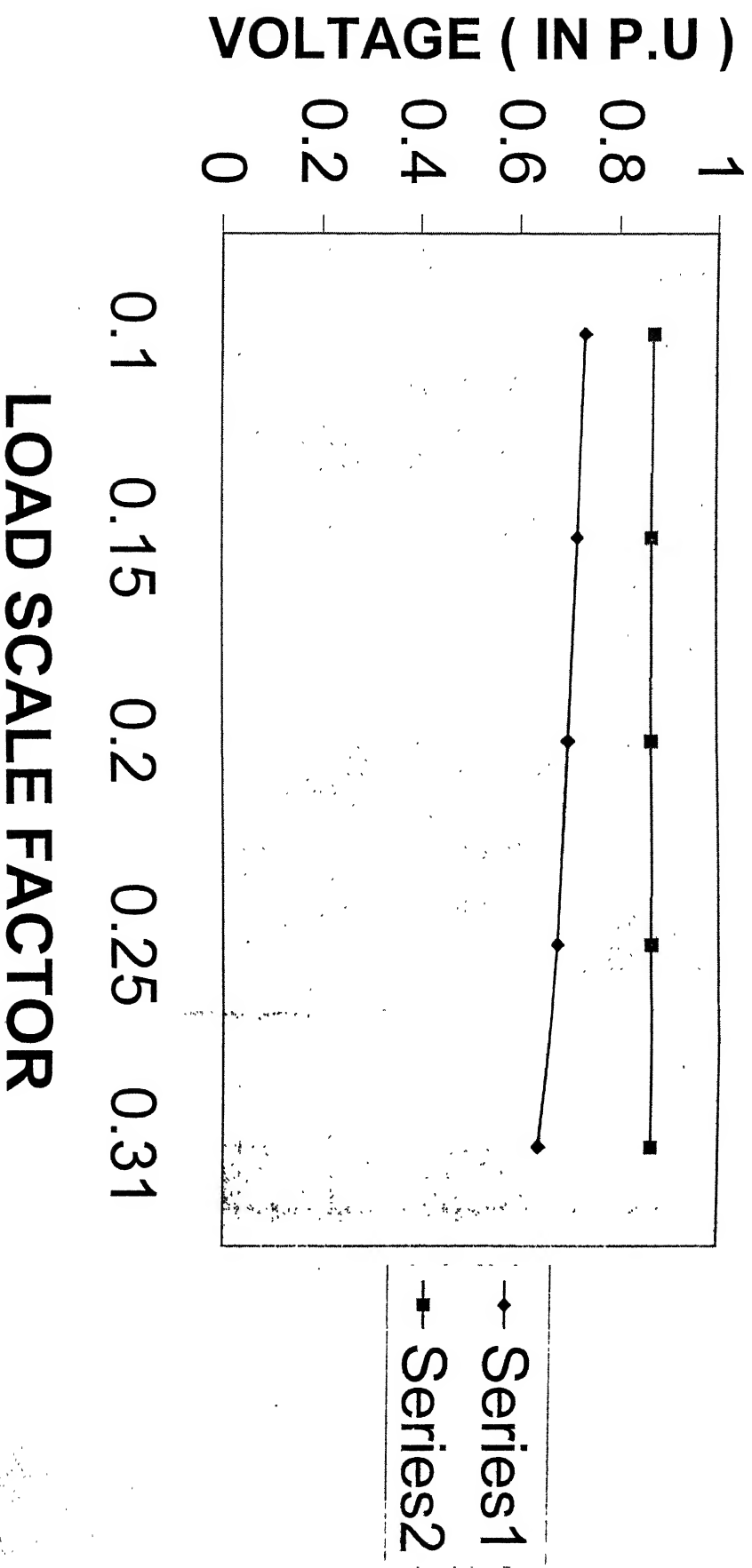


TABLE 4.3 - BUS MARGINAL COSTS AT BUSES FOR DIFFERENT LOAD SCALING FACTORS
(WITHOUT REACTIVE SUPPORT)

| BUS NUMBER | LSF 0.1 | LSF 0.15 | LSF 0.2 | LSF 0.25 | LSF 0.31 | REMARKS |
|-----------------------|--------------------|---------------------|--------------------|---------------------|---------------------|----------------|
| 1 | 20.005 | 20.006 | 20.008 | 20.010 | 20.013 | |
| 2 | 20.233 | 20.302 | 20.381 | 20.481 | 20.669 | |
| 3 | 20.795 | 21.074 | 21.416 | 21.873 | 22.821 | |
| 4 | 21.296 | 21.808 | 22.462 | 23.387 | 25.462 | |
| 5 | 20.282 | 20.375 | 20.480 | 20.606 | 20.831 | |
| 6 | 21.128 | 21.599 | 22.187 | 22.955 | 24.721 | |
| 7 | 21.539 | 22.209 | 23.083 | 24.352 | 27.306 | |
| | | | | | | |

**TABLE 4.4 - BUS MARGINAL COSTS AT BUSES FOR DIFFERENT LOAD SCALING
FACTORS**

(WITH REACTIVE POWER SUPPORT)

| BUS NUMBER | LSF 0.1 | LSF 0.15 | LSF 0.2 | LSF 0.25 | LSF 0.31 | LSF 1.0 | LSF 1.04 | LSF 1.08 | LSF 1.13 |
|-----------------------|--------------------|---------------------|--------------------|---------------------|---------------------|--------------------|---------------------|---------------------|---------------------|
| 1 | 20.004 | 20.006 | 20.008 | 20.009 | 20.012 | 20.039 | 20.040 | 20.042 | 116.640 |
| 2 | 20.135 | 20.185 | 20.236 | 20.288 | 20.353 | 21.258 | 21.318 | 21.379 | 124.331 |
| 3 | 20.412 | 20.571 | 20.733 | 20.900 | 21.107 | 24.372 | 24.577 | 24.786 | 139.761 |
| 4 | 20.610 | 20.850 | 21.097 | 21.350 | 21.665 | 26.585 | 26.875 | 27.167 | 148.897 |
| 5 | 20.180 | 20.252 | 20.326 | 20.401 | 20.492 | 21.765 | 21.848 | 21.933 | 127.402 |
| 6 | 20.579 | 20.819 | 21.064 | 21.316 | 21.628 | 26.487 | 26.780 | 27.076 | 148.713 |
| 7 | 20.702 | 20.989 | 21.284 | 21.588 | 21.964 | 27.661 | 27.991 | 28.323 | 153.283 |
| | | | | | | | | | |
| | | | | | | | | | |

TABLE 4.5 - COMPARISION OF IMPORTANT SYSTEM PARAMETERS

(WITHOUT REACTIVE POWER SUPORT)

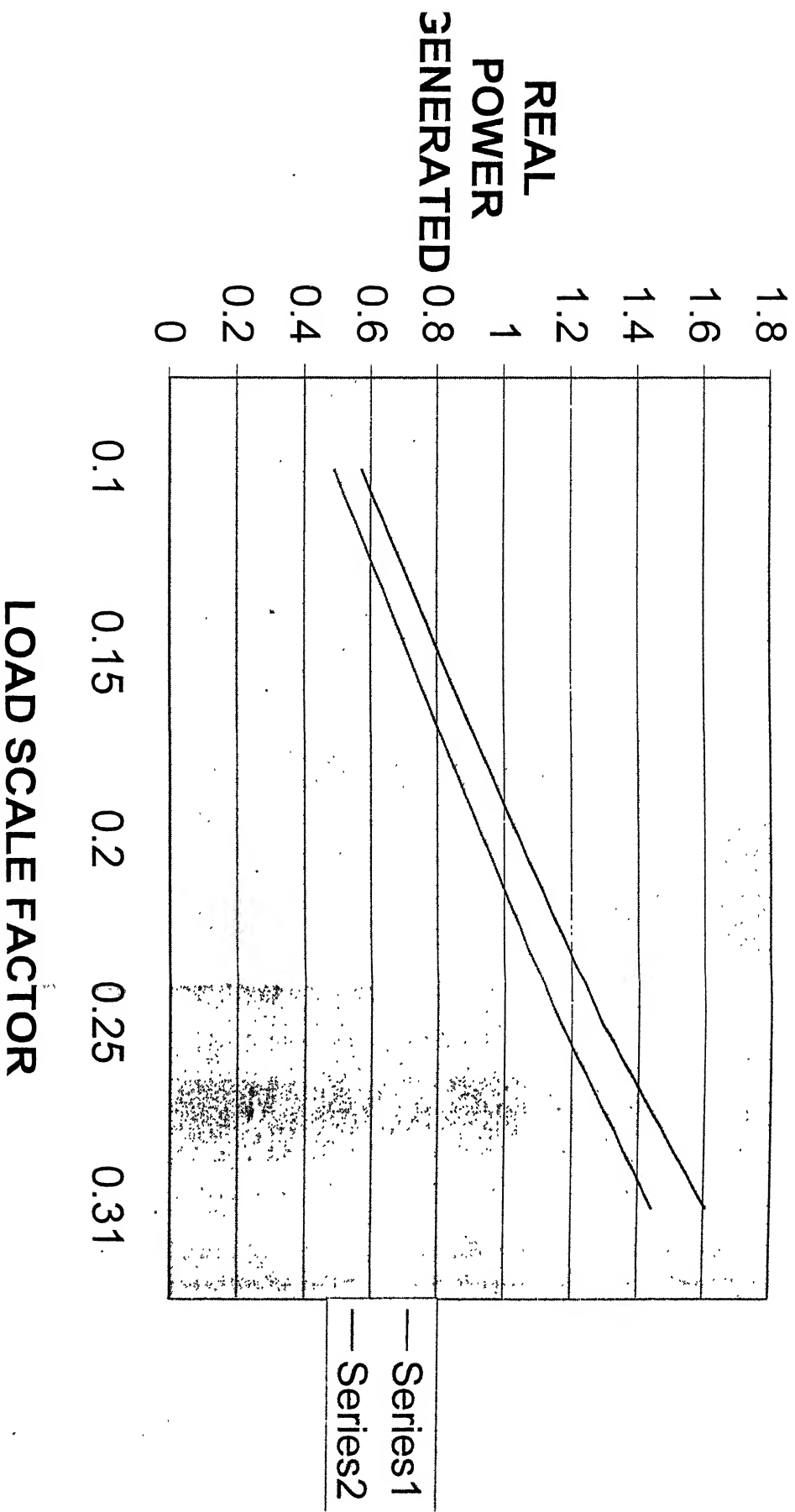
| SYSTEM PARAMETER | LSF | LSF | LSF | LSF | LSF |
|---------------------------|---------|--------|--------|--------|--------|
| | 0.1 | 0.15 | 0.2 | 0.25 | 0.31 |
| Real Power Generated | 0.572 | 0.806 | 1.046 | 1.293 | 1.605 |
| Reactive Power Generated | 2.374 | 2.455 | 2.562 | 2.707 | 2.960 |
| Total Real Power Loss | 0.13802 | 0.1448 | 0.1642 | 0.1908 | 0.2382 |
| Total Reactive Power Loss | 0.58078 | 0.6412 | 0.7254 | 0.8414 | 1.0486 |
| Total System Cost | 12.038 | 16.728 | 21.528 | 26.474 | 32.718 |

TABLE 4.6 - - COMPARISION OF IMPORTANT SYSTEM PARAMETERS

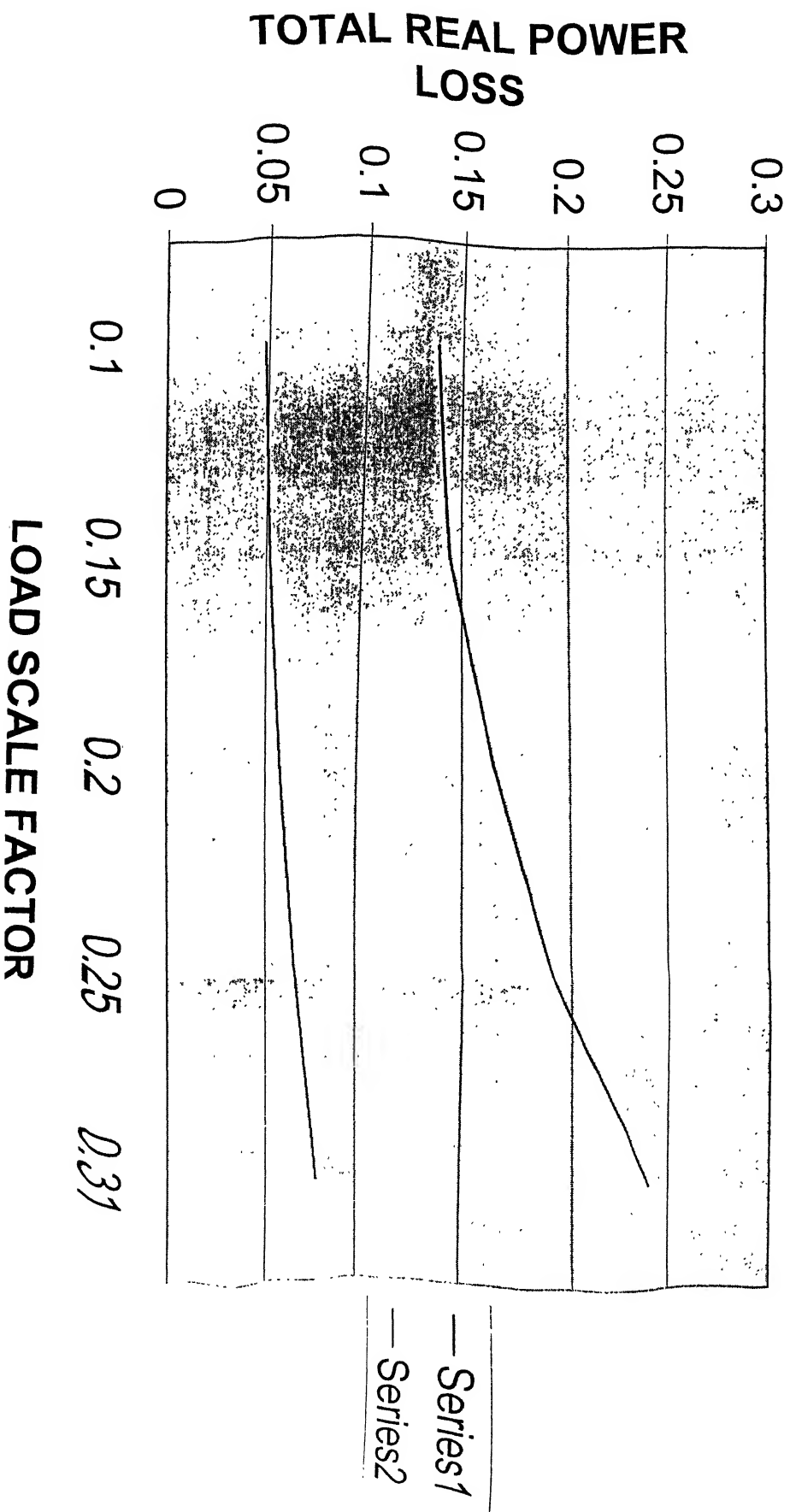
(WITH OPTIMAL REACTIVE POWER SUPORT)

| SYSTEM PARAMETER | LSF | LSF | LSF | LSF | LSF |
|---------------------------|---------|--------|--------|--------|--------|
| | 0.1 | 0.15 | 0.2 | 0.25 | 0.31 |
| Real Power Generated | 0.489 | 0.713 | 0.939 | 1.167 | 1.443 |
| Reactive Power Generated | 1.362 | 1.352 | 1.343 | 1.334 | 1.323 |
| Total Real Power Loss | 0.0479 | 0.0518 | 0.0574 | 0.0649 | 0.0762 |
| Total Reactive Power Loss | 0.2136 | 0.2292 | 0.2550 | 0.2822 | 0.3283 |
| Total System Cost | 11.3169 | 15.866 | 20.464 | 25.112 | 30.757 |

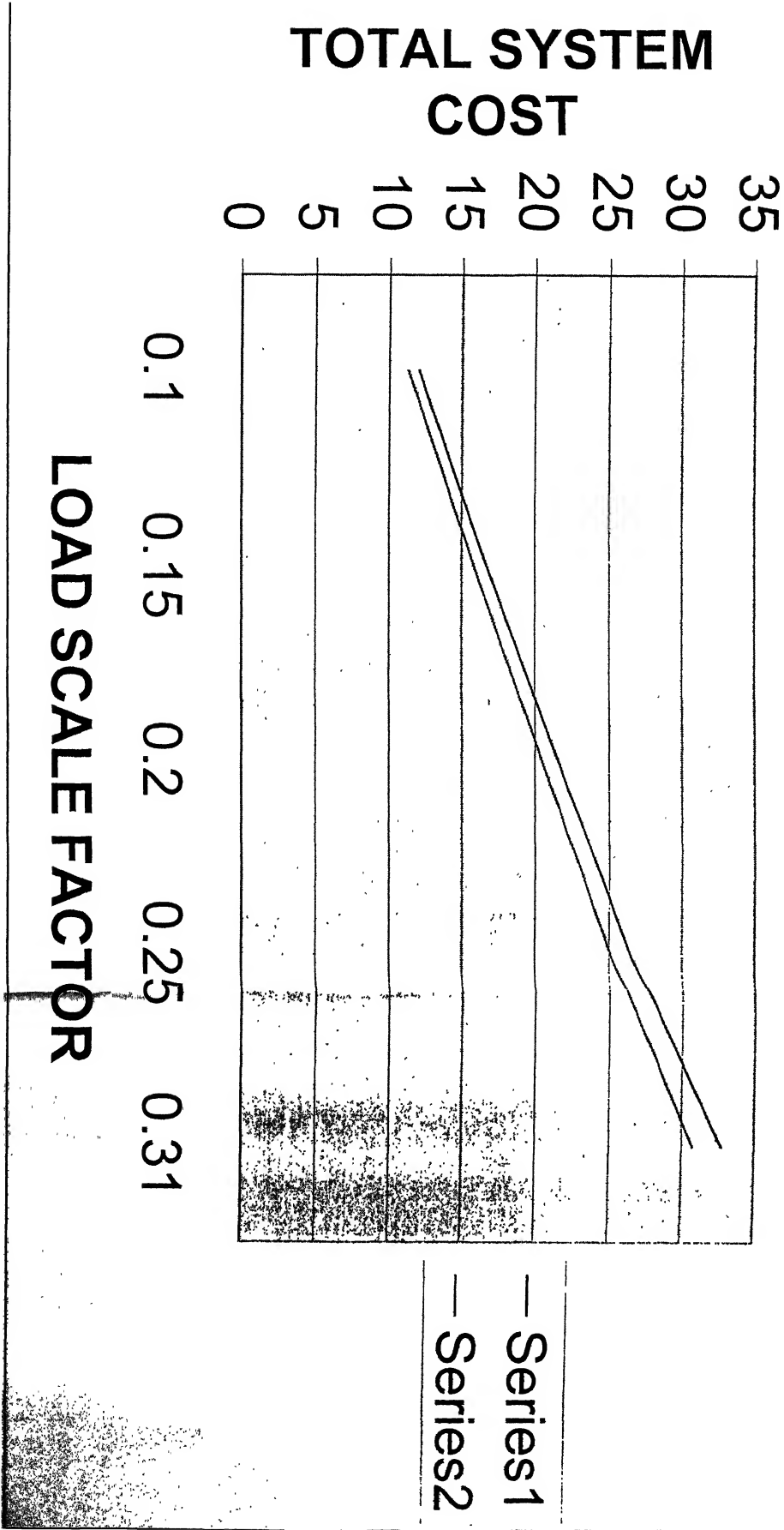
PLOT OF LOAD SCALE FACTOR VS TOTAL REAL POWER (WITHOUT AND WITH REACTIVE POWER SUPPORT)



PLOT OF LOAD SCALE FACTOR VERSUS TOTAL REAL POWER LOSSES (WITHOUT AND WITH REACTIVE POWER SUPPORT)



PLOT OF LOAD SCALE FACTOR VS TOTAL SYSTEM COST



4.4 CONGESTION MANAGEMENT STUDIES

USING DC OPF

4.4.1 The 14 Bus system has been taken to study the problems of congestion in the system. The data of the system is given at Appendix B . The DC OPF formulation has been used to study the results initially . Although the DC OPF is not a very true representation of the system it has a big advantage of very quick results. The following cases have been studied.

- a. Case 1A (Base Case) : The objective function is the reduction of the cost of real power. The results for this are attached at Appendix B1. In the base case all the load is being supplied by the gen which are the least costly generator. Also all the load is being met and no curtailment of load is there. It is seen that all the nodes have the same nodal price .
- b. Case 1B (Congestion Management with rescheduled Generation)
Congestion is created by outage of line 1-2 on the system. The results for this are attached at Appendix B1. Now the flow on line 1-5 is beyond the line limit of line 1-5 which is 141.42 MVA and the line is overloaded. To relieve the congestion more generation is shifted to a costly generator at bus 2. Now the slack generates 141.42 MW of power and generator 2 generates 117.58 MW. The system overall cost increases to Rs 3588.65 /h . Also the marginal costs at the nodes which are on the “ other side ” of the interface where congestion is taking place have much higher nodal prices. Also the overall cost of the system has increased to relieve the congestion.
- c. Case 1C (Congestion Management with increase in the capacity of the interface) : Another method to relieve the congestion is by beefing up the transmission network and increase its capacity. This is a long time solution and would first involve the identification of the “ weak ” links in the system which are prone to congestion

of line 1-2 was done and then the congestion scenario is created. The results for this are attached at Appendix B1. To relieve the congestion the line limit of line 1-5 is increased to 181.42 MVA . Now the less costly generator gen 1 can supply more power that is 181.42 MW and the more costly generator gen 2 supplies only 77.58 MW. The overall cost of the objective function is now reduced to Rs 168.51/MWh.

- d. A comparison chart of the bus marginal prices at various nodes in the system for the different cases is shown below.

NOTE :

It should be noted that the overall cost of system i.e. the objective function has value of Rs/hr .Also the bus marginal costs for real power are in Rs/MWh.

4.4.3 The following conclusions are drawn from the analysis of the marginal prices :

- a. It can be easily seen that in the uncongested case all the buses have the same marginal prices.
- b. When congestion takes place in the system the marginal price at the nodes which are on the “ other ” side of the congested section have greater marginal prices. Also this marginal price is very high as compared to the base case.
- c. The nodal prices would also be greatly influenced by the scheme / technique used to manage the congestion. When the congestion management is done by increase of the line capacity the less costly generator is able to supply the load and hence the nodal prices at the nodes on the “ other ” side of the congested section are lesser as compared to the case when the congestion relief was carried out using the out of merit dispatch of generation.

4.4.4 Similar studies have been also carried out on an 13 Bus III conditioned system which has been taken from Ref [11].The system data is given at Appendix C. The results obtained are of similar nature and are given at Appendix C1 and Appendix C2.

4.5 CONGESTION MANAGEMENT STUDIES USING AC OPF

The 14 Bus system has been taken to study the problems of congestion in the system. The following cases have been studied.

4.5.1 Case 2: With no reactive support to be provided and all taps set to specified tap values.

The following cases have been studied on the system and the results are attached at Appendix B2.

- a. Case 2A - Base Case OPF is solved first with the full system intact. The objective function is to minimize the cost of real power.
- b. Case 2B - Then the Base Case is solved with the outage of one line in the system. The line outage case was the outage of line 2-5. The objective function is to minimize the cost of real power.
- c. Case 2C - Then the Base Case is solved with the outage of two lines, line 2-5 and line 2-4 in the system. The objective function is to minimize the cost of real power. Now congestion takes place and the solution is infeasible. Hence to solve the congestion the option of curtailment of load is exercised. On examination of the results it is found that to meet all the system constraints the OPF has infeasibility of real power of 0.07 p.u at Bus 10. Hence we reduce the load at bus 10 by 0.071 and the new value of real load at Bus 10 is 0.019 p.u at Bus 10. Now the solution is feasible and the results are given at Appendix B2.
- d. Case 2D - Now the system is solved with the outage of a critical line, line 1-2 in the system. Now the congestion is removed with the help of reschedule of generators. The costly generator Number 2 is asked to increase the power to 1.17 p.u. of real power generation. As a result the congestion is relieved but the overall cost function increases.

4.5.2 Case 3 : With optimal reactive support to be provided and all taps set to specified tap values.

Now the system is studied with the same studies as in the previous cases but with additional reactive support provided. This reactive support is in the form of switched capacitors and this is provided at the load buses. (All taps set to specified values and no phase shifters in the system). The objective function is to minimize the cost of real power and the cost of reactive power in the system which is provided from the reactive power sources that is the capacitors which are used for providing the reactive support at the buses.

- a. Case 3A – The system is solved first with the full system intact.
- b. Case 3B – Now the system is studied with the outage of one line in the system. The line outage case was the outage of line 2-4.
- c. Case 3C – Now the system is studied with the outage of two lines in the system. The line outages are the outage of line 2-4 and line 2-5. Now the system gives optimal value as additional reactive support of 0.021 p.u is placed at Bus 7. Comparing this with the case 2C we see that no load curtailment would be required . The system uses additional reactive support in the form of switched capacitor and this makes the OPF feasible.
- d. Case 3D - Now the system is solved with the outage of a critical line , line 1-2 in the system. The rescheduling of generators would take place. The generator at Bus 2 is asked to increase the real power production from 0.4 p.u to 0.9 pu. Also the reactive support of 0.311 p.u is placed at Bus 5. It is seen that when compared to the case 2D the amount of real power generation increase that is required now is of 0.5 p.u whereas in case 2D the increase reqd was of 0.77 p.u. Now the reactive support in the form of capacitor placement at the bus 5 is also provided. The cost of placing the capacitive support is less as compared to the costly generator

which is switched on. As a result the overall cost is now Rs 2068.946 /h as compared to Rs 2065.9873 /h in the case 2D.

4.5.3 **Case 4 : With optimal reactive support to be provided and all taps settings also optimized.**

Now the system is studied with the same configuration in the base Case but with additional reactive support provided. This reactive support is in the form of switched capacitors and this is provided at the load buses. Also the taps are not fixed but are variable taps . The optimal tap settings are to be provided by the OPF. (There are no phase shifters in the system). The objective function is to minimize the cost of real power , the cost of reactive power in the system which is provided from the reactive power sources that is the capacitors which are used for providing the reactive support at the buses and the variable tap costs.

- a. Case 4A – The system is solved first with the full system intact.
- b. Case 4B – Now the system is studied with the outage of one line in the system. The line outage case was the outage of line 2-4.
- c. Case 4C - Now the system is studied with the outage of two lines in the system. The line outages are the outage of line 2-4 and line 2-5. Now the system gives optimal value as additional reactive support of 0.021 p.u is placed at Bus 7. Also the taps have been optimized and the values are changed form the base case value. Comparing this with the case 2C we see that no load curtailment would be required . The system uses the optimal tap settings and also the additional reactive support in the form of switched capacitor and this makes the system feasible. The overall cost function objective value shows an increase from the value in case 3C . The new value is Rs 2065.353 /h whereas the earlier value was 2065.108 . This is because the cost of the taps is also increased as the optimal values of the taps are different from the specified values of the taps.

- d. Now the system is solved with the outage of a critical line , line 1-2 in the system. The system is now infeasible as congestion has taken place on line 1-5 and the case becomes infeasible to solve. To manage the congestion and restore the system the rescheduling of generators would have to take place. The generator at Bus 2 is asked to increase the real power production from 0.4 p.u to 0.9 pu. Also the reactive support of 0.311 p.u is placed at Bus 5. It is seen that when compared to the case 3D the amount of real power generation increase that is required now is also of 0.5 p.u. The reactive support in the form of capacitor placement at the bus 5 is also provided. The value of this support is same as in case 3D and the value is 0.311 pu at bus 5. But now the taps are also optimized and the new tap settings are obtained , which are different from the base case values. As a result the overall cost now reduces to Rs 2069.158/h as compared to Rs 2068.946/h in case 3D and Rs 2065.9873 /h as obtained in the case 2D.

4.6 Similar studies have been also carried out on the 11 bus ill conditioned system taken from Ref [11] . The detailed results for the same are attached at Appendix D to Appendix D2. This is an ill conditioned system and in the base case the results of the OPF are given at Appendix D1. Now when the load in the system increases the system cannot supply the load. But with optimal reactive power being supplied the system can now be loaded upto a LSF of 1.93. The detailed results are given at Appendix D2. With the outage of a line 2-3 the system is able to sustain the load with only additional reactive support.

CHAPTER 5

CONCLUSIONS AND SCOPE FOR FURTHER WORK

5.1 CONCLUSIONS

5.1.1 The various situations that lead to congestion in a system have been studied for various systems and the following important conclusions can be drawn from the studies :

- a. It is observed that the voltage profile at the load buses improves considerably by the provision of optimal reactive power at the load buses. The system real losses are significantly lower when the reactive support is provided at the load buses. The requirement of the real power from the generation sources also reduces as the losses in the system are lower.
- b. The marginal values obtained using DC OPF and AC OPF techniques are significantly different. Although the DC OPF gives very quick results but they are “ misleading ” in the sense that they have been obtained by lot of assumptions and hence it is recommended that they should not be resorted to in any pricing mechanism. The pricing strategy should take this into account as the tariffs will be very different.
- c. It can be easily seen that in the uncongested case in DC OPF all the buses have the same marginal prices. In AC OPF the marginal prices are different even in the uncongested case.
- d. When congestion takes place in the system the marginal price at the nodes which are on the “ other ” side of the congested section have greater marginal prices. Also this marginal price is very high as compared to the base case.
- e. The nodal prices would also be greatly influenced by the scheme / technique used to manage the congestion. For example when the

TABLE 4.7 - - COMPARISION OF BUS MARGINAL COSTS
FOR REAL POWER BY DC LOAD FLOW

| Bus Number | Bus Marginal Costs For Case 1 | Bus Marginal Costs For Case 2 | Bus Marginal Costs For Case 3 |
|---------------|-------------------------------------|-------------------------------------|-------------------------------------|
| 1 | 6.6358 | 5.9142 | 6.3142 |
| 2 | 6.6358 | 7.6461 | 7.0861 |
| 3 | 6.6358 | 7.6461 | 7.0861 |
| 4 | 6.6358 | 7.6461 | 7.0861 |
| 5 | 6.6358 | 7.6461 | 7.0861 |
| 6 | 6.6358 | 7.6461 | 7.0861 |
| 7 | 6.6358 | 7.6461 | 7.0861 |
| 8 | 6.6358 | 7.6461 | 7.0861 |
| 9 | 6.6358 | 7.6461 | 7.0861 |
| 10 | 6.6358 | 7.6461 | 7.0861 |
| 11 | 6.6358 | 7.6461 | 7.0861 |
| 12 | 6.6358 | 7.6461 | 7.0861 |
| 13 | 6.6358 | 7.6461 | 7.0861 |
| 14 | 6.6358 | 7.6461 | 7.0861 |
| | | | |

TABLE 4.8 - COMPARISION OF BUS MARGINAL COSTS
FOR OUTAGE OF LINE 2-4 and 2-5

| Bus Number | BASE CASE AC OPF (FULL SYSTEM IN OPERATING CONDITION) | COMPUTATION BY AC OPF | | Remarks |
|---------------|--|---|---|---------|
| | | No Reactive support and Specified Tap Settings (Load Curtailment At Bus 10 of 0.071 p.u.) | With Optimal Reactive Support and Specified Tap Settings (No Load Curtailment Required) | |
| 1 | 4.523 | 4.523 | 4.524 | |
| 2 | 4.770 | 4.679 | 4.731 | |
| 3 | 5.134 | 5.178 | 5.412 | |
| 4 | 5.023 | 5.288 | 7.167 | |
| 5 | 4.945 | 5.193 | 6.506 | |
| 6 | 4.951 | 5.208 | 6.204 | |
| 7 | 5.018 | 5.280 | 8.121 | |
| 8 | 5.018 | 5.280 | 8.121 | |
| 9 | 5.017 | 5.276 | 8.712 | |
| 10 | 5.033 | 5.275 | 8.446 | |
| 11 | 5.008 | 5.258 | 7.422 | |
| 12 | 5.031 | 5.292 | 6.429 | |
| 13 | 5.056 | 5.319 | 6.787 | |
| 14 | 5.138 | 5.406 | 8.264 | |
| | | | | |

TABLE 4.9 - COMPARISION OF BUS MARGINAL COSTS**FOR OUTAGE OF LINE 1-2**

| Bus Number | COMPUTATION BY DC OPF | BASE CASE AC OPF (FULL SYSTEM IN OPERATING CONDITION) | COMPUTATION BY AC OPF | | Remarks |
|---------------|--------------------------|---|---|---|---------|
| | | | No Reactive support and Specified Tap Settings | With Optimal Reactive Support and Specified Tap Settings | |
| 1 | 5.9142 | 4.523 | 4.516 | 4.519 | |
| 2 | 7.6461 | 4.770 | 5.350 | 20.296 | |
| 3 | 7.6461 | 5.134 | 5.701 | 21.767 | |
| 4 | 7.6461 | 5.023 | 5.491 | 22.945 | |
| 5 | 7.6461 | 4.945 | 5.359 | 22.776 | |
| 6 | 7.6461 | 4.951 | 5.373 | 23.236 | |
| 7 | 7.6461 | 5.018 | 5.487 | 23.736 | |
| 8 | 7.6461 | 5.018 | 5.487 | 23.736 | |
| 9 | 7.6461 | 5.017 | 5.485 | 24.057 | |
| 10 | 7.6461 | 5.033 | 5.499 | 24.096 | |
| 11 | 7.6461 | 5.008 | 5.454 | 23.768 | |
| 12 | 7.6461 | 5.031 | 5.462 | 23.622 | |
| 13 | 7.6461 | 5.056 | 5.494 | 23.840 | |
| 14 | 7.6461 | 5.138 | 5.604 | 24.542 | |
| | | | | | |

TABLE 4.10 - COMPARISION OF VARIOUS SYSTEM PARAMETERS
FOR OUTAGE OF LINE 1-2

| PARAMETER | COMPUTATION BY DC OPF | | BASE CASE AC OPF (FULL SYSTEM IN OPERATING CONDITION) | COMPUTATION BY AC OPF | | |
|--|-----------------------|--------|--|---|--|--|
| | | | | No Reactive support and Specified Tap Settings | With Optimal Reactive Support and Specified Tap Settings | With Optimal Reactive Support and Optimized Tap Settings |
| | | | | | | |
| Objective Function Value (Rs/h) | 3588.6 | 3538.5 | 2064.675 | 2065.987 | 2068.946 | 2069.158 |
| Total Real Power Loss (in p.u) | - | - | 0.13375 | 0.17002 | 0.22543 | 0.22543 |
| Total Reactive Power Loss (in p.u) | - | - | 0.55162 | 0.75391 | 0.98137 | 0.9730 |
| Generation of Gen No 1 (in p.u.) | 1.4142 | 1.8142 | 2.324 | 1.59 | 1.915 | 1.915 |
| Generation of Gen No 2 (in p.u.) | 1.1758 | 0.7758 | 0.4 | 1.17 | 0.9 | 0.9 |
| Optimal Reactive Support (in p.u) | - | - | - | - | 0.311 at Bus 5 | 0.311 at Bus 5 |
| Tap Settings | | | 0.978 | 0.978 | 0.978 | 0.974 |
| Line 4-7 = | | | 0.969 | 0.969 | 0.969 | 0.964 |
| Line 4-9 = | - | - | 0.932 | 0.932 | 0.932 | 0.963 |
| Line 5-6 = | | | | | | |

CHAPTER 5

CONCLUSIONS AND SCOPE FOR FURTHER WORK

5.1 CONCLUSIONS

5.1.1 The various situations that lead to congestion in a system have been studied for various systems and the following important conclusions can be drawn from the studies :

- a. It is observed that the voltage profile at the load buses improves considerably by the provision of optimal reactive power at the load buses. The system real losses are significantly lower when the reactive support is provided at the load buses. The requirement of the real power from the generation sources also reduces as the losses in the system are lower.
- b. The marginal values obtained using DC OPF and AC OPF techniques are significantly different. Although the DC OPF gives very quick results but they are “ misleading ” in the sense that they have been obtained by lot of assumptions and hence it is recommended that they should not be resorted to in any pricing mechanism. The pricing strategy should take this into account as the tariffs will be very different.
- c. It can be easily seen that in the uncongested case in DC OPF all the buses have the same marginal prices. In AC OPF the marginal prices are different even in the uncongested case.
- d. When congestion takes place in the system the marginal price at the nodes which are on the “ other ” side of the congested section have greater marginal prices. Also this marginal price is very high as compared to the base case.
- e. The nodal prices would also be greatly influenced by the scheme / technique used to manage the congestion. For example when the

congestion management is done by increase of the line capacity the less costly generator is able to supply the load and hence the nodal prices at the nodes on the “ other ” side of the congested section are lesser as compared to the case when the congestion relief was carried out using the out of merit dispatch of generation. Hence the techniques that would be used to manage the congestion will have to be identified before the real time operation of the power system network.

- f. The optimal setting of the control devices like transformers also reduces the overall cost of the system and hence they should be used to minimize the cost of operation.
- g. The cost of placing the reactive support is less as compared to the costly generator which is switched on. Hence it is better to manage congestion by using reactive support devices and not resort to switching on / installing new generation capacity in the system.

5.2 SCOPE FOR FURTHER WORK

- a. The studies in the thesis were on a steady state model of the power system. This can be extended to study the effects of inclusion of frequency constraints, voltage stability constraints etc in a dynamic environment.
- b. The work can be extended to incorporate multilateral / bilateral contracts between the market participants in a re regulated structure and study the effects on the system .
- c. The methodology to allocate the congestion charges for the system can be studied so that it is allocated to the user / agency which causes the congestion .

DATA FOR EREB RADIAL TRANSMISSION NETWORK

The modified EREB Radial Transmission Network (with buses renumbered from as given in Appendix I of Ref [7]) is shown below in Fig A.1.

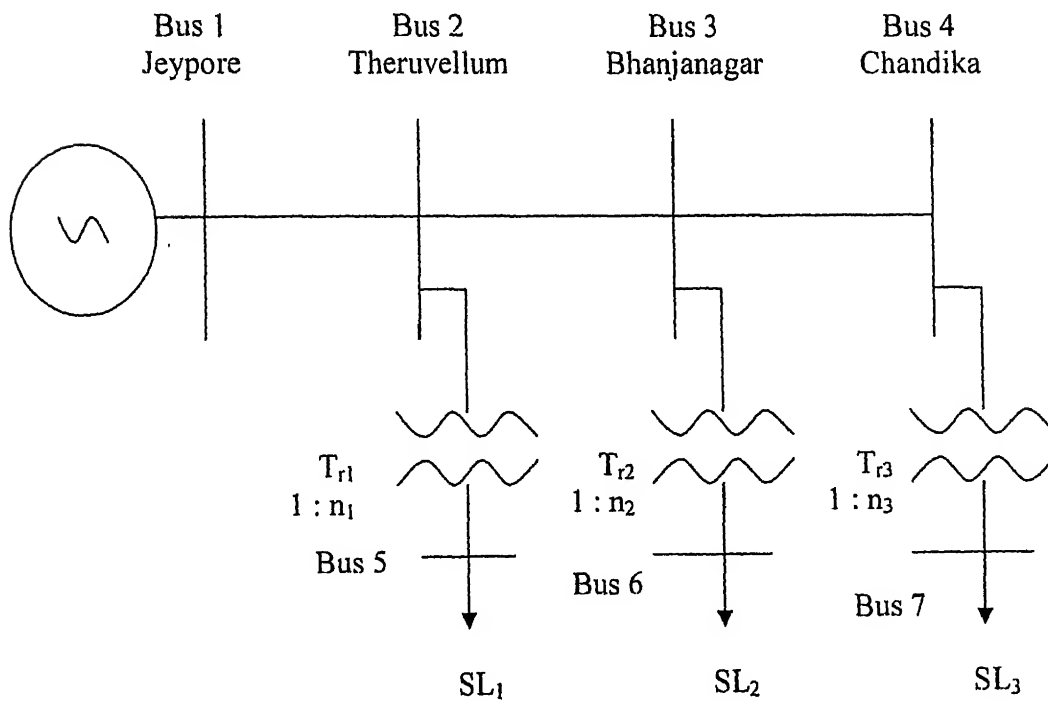


Fig A.1 MODIFIED EREB RADIAL SYSTEM

The relevant data are provided in the following tables.

1. Table A.1 gives Generator Data.
2. Table A.2 gives Transformer Data.
3. Table A.3 gives Load Bus data.
4. Table A.4 gives Line Data.

Note :

1. Base MVA = 100 MVA
2. V_{\max} and V_{\min} for all load buses are 1.06 and 0.45
3. Base Voltage = 220 KV
4. Capacitor Cost = 2
5. Tap Cost = 2
6. Generator Cost Functions :
 - a. $a = 0$, $b = 20$, $c = 0.004$

Table A.1: Generator Data for EREB RADIAL SYSTEM

| Generator No | Real Power Generation Limit | | Reactive Power Generation Limit | |
|--------------|-----------------------------|--------------|---------------------------------|----------------|
| | Maximum (MW) | Minimum (MW) | Maximum (MVAR) | Minimum (MVAR) |
| 1 | 550.00 | 0.0 | 300.0 | 0.0 |

Table A.2: Transformer Data for EREB RADIAL SYSTEM

| Ser No | From Bus | To Load | Series Impedence | | Tap Setting |
|--------|----------|---------|------------------|-----------------|-------------|
| | | | Resistance (p.u) | Reactance (p.u) | |
| 1 | 2 | 5 | 0.009524 | 0.051967 | 1.0 |
| 2 | 3 | 6 | 0.009524 | 0.051967 | 1.0 |
| 3 | 4 | 7 | 0.009524 | 0.051967 | 1.0 |

Table A.3: Load Bus Data for EREB RADIAL SYSTEM

| Bus no | Load | | External Shunt Susceptance (p.u) |
|--------|--------------|------------------|----------------------------------|
| | Real (p.u) | Reactive (p.u) | |
| 1 | 0.0 | 0.0 | 0.2 |
| 2 | 0.0 | 0.0 | 0.6 |
| 3 | 0.0 | 0.0 | 0.5 |
| 4 | 0.0 | 0.0 | 0.0 |
| 5 | 0.96 | 0.6 | 0.0 |
| 6 | 2.23 | 1.38 | 0.0 |
| 7 | 1.22 | 0.76 | 0.0 |

Table A.4: Line Data for EREB RADIAL SYSTEM

| Line No | From Bus | To Bus | Series Impedence | | Remarks |
|---------|----------|--------|------------------|-----------------|---------|
| | | | Resistance (p.u) | Reactance (p.u) | |
| 1 | 1 | 2 | 0.005165 | 0.0030567 | |
| 2 | 2 | 3 | 0.0112159 | 0.0656079 | |
| 3 | 3 | 4 | 0.01917 | 0.1026 | |

EREB RADIAL BUS SYSTEM

**RESULTS FOR BASE CASE WITH DIFFERENT
LOAD SCALING FACTORS AND WITHOUT REACTIVE
POWER SUPPORT AND WITH UNITY TAP SETTINGS**

CASE 1 : LSF = 0.1

Objective function value = 12.038

$P_1 = 0.572$ p.u.

$Q_1 = 2.374$ p.u.

Real Power Loss = 0.13082 p.u

Reactive Power Loss = 0.58078 p.u

Table A1.1 : Bus operating conditions (incl cost) for LSF =0.1

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Radians) | Bus Marginal Cost | Remarks |
|---------------|------------|---------------------|-------------------|-------------------|---------|
| 1 | 1 | 1.000 | 0.000 | 20.005 | |
| 2 | 2 | 0.990 | 0.011 | 20.233 | |
| 3 | 3 | 0.857 | 0.002 | 20.795 | |
| 4 | 4 | 0.788 | -0.004 | 21.296 | |
| 5 | 5 | 0.956 | 0.011 | 20.282 | |
| 6 | 6 | 0.760 | 0.004 | 21.128 | |
| 7 | 7 | 0.732 | -0.002 | 21.539 | |
| | | | | | |

Table A1.2 : Line Flows for LSF = 0.1

| From Bus | To Bus | From Bus Injection | | To Bus Injection | | Remarks |
|----------|--------|--------------------|-----------------------|-------------------|-----------------------|---------|
| | | Real Power (p.u.) | Reactive Power (p.u.) | Real Power (p.u.) | Reactive Power (p.u.) | |
| 1 | 2 | 0.572 | 2.374 | -0.541 | -2.356 | |
| 2 | 3 | 0.441 | 1.931 | -0.396 | 1.931 | |
| 3 | 4 | 0.141 | 0.553 | 0.141 | -0.507 | |
| 2 | 5 | 0.100 | 0.621 | -0.096 | -0.600 | |
| 3 | 6 | 0.255 | 1.556 | -0.223 | -1.380 | |
| 4 | 7 | 0.133 | 0.817 | -0.122 | -0.760 | |
| | | | | | | |

CASE 2 : LSF = 0.15

Objective function value = 16.728

$P_1 = 0.806$ p.u.

$Q_1 = 2.455$ p.u.

Real Power Loss = 0.1448 p.u

Reactive Power Loss = 0.6412 p.u

Table A1.3 : Bus operating conditions (incl cost) for LSF =0.15

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Radians) | Bus Marginal Cost | Remarks |
|---------------|------------|---------------------|-------------------|-------------------|---------|
| 1 | 1 | 1.000 | 0.000 | 20.006 | |
| 2 | 2 | 0.988 | 0.010 | 20.302 | |
| 3 | 3 | 0.848 | -0.012 | 21.074 | |
| 4 | 4 | 0.774 | -0.027 | 21.808 | |
| 5 | 5 | 0.954 | 0.008 | 20.375 | |
| 6 | 6 | 0.748 | -0.018 | 21.599 | |
| 7 | 7 | 0.717 | -0.031 | 22.209 | |
| | | | | | |

Table A1.4 : Line Flows for LSF = 0.15

| From Bus | To Bus | From Bus Injection | | To Bus Injection | | Remarks |
|----------|--------|--------------------|------------------------|--------------------|------------------------|---------|
| | | Real Power (p.u.) | Reactive Power (p.u.) | Real Power (p.u.) | Reactive Power (p.u.) | |
| 1 | 2 | 0.806 | 2.455 | -0.772 | -2.434 | |
| 2 | 3 | 0.624 | 2.008 | -0.573 | -1.711 | |
| 3 | 4 | 0.204 | 0.575 | -0.194 | -0.522 | |
| 2 | 5 | 0.148 | 0.622 | -0.144 | -0.600 | |
| 3 | 6 | 0.369 | 1.567 | -0.334 | -1.380 | |
| 4 | 7 | 0.194 | 0.822 | -0.183 | -0.760 | |
| | | | | | | |

CASE 3 : LSF = 0.2

Objective function value = 21.528

$P_1 = 1.046$ p.u.

$Q_1 = 2.562$ p.u.

Real Power Loss = 0.1642 p.u

Reactive Power Loss = 0.7254 p.u

Table A1.5 : Bus operating conditions (incl cost) for LSF =0.2

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Radians) | Bus Marginal Cost | Remarks |
|---------------|------------|---------------------|-------------------|-------------------|---------|
| 1 | 1 | 1.000 | 0.000 | 20.008 | |
| 2 | 2 | 0.987 | 0.010 | 20.381 | |
| 3 | 3 | 0.838 | -0.026 | 21.416 | |
| 4 | 4 | 0.758 | -0.051 | 22.462 | |
| 5 | 5 | 0.952 | 0.006 | 20.480 | |
| 6 | 6 | 0.734 | -0.042 | 22.187 | |
| 7 | 7 | 0.698 | -0.061 | 23.083 | |
| | | | | | |

Table A1.6 : Line Flows for LSF = 0.2

| From Bus | To Bus | From Bus Injection | | To Bus Injection | | Remarks |
|----------|--------|--------------------|------------------------|--------------------|------------------------|---------|
| | | Real Power (p.u.) | Reactive Power (p.u.) | Real Power (p.u.) | Reactive Power (p.u.) | |
| 1 | 2 | 1.046 | 2.562 | -1.007 | -2.539 | |
| 2 | 3 | 0.810 | 2.111 | -0.752 | -1.766 | |
| 3 | 4 | 0.268 | 0.605 | -0.256 | -0.541 | |
| 2 | 5 | 0.196 | 0.623 | -0.192 | -0.600 | |
| 3 | 6 | 0.483 | 1.583 | -0.446 | -1.380 | |
| 4 | 7 | 0.256 | 0.828 | -0.244 | -0.760 | |
| | | | | | | |

CASE 4 : LSF = 0.25

Objective function value = 26.474

$P_1 = 1.293$ p.u.

$Q_1 = 2.707$ p.u.

Real Power Loss = 0.1908 p.u

Reactive Power Loss = 0.8414 p.u

Table A1.7 : Bus operating conditions (incl cost) for LSF =0.25

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Radians) | Bus Marginal Cost | Remarks |
|---------------|------------|---------------------|-------------------|-------------------|---------|
| 1 | 1 | 1.000 | 0.000 | 20.010 | |
| 2 | 2 | 0.985 | 0.010 | 20.481 | |
| 3 | 3 | 0.825 | -0.040 | 21.873 | |
| 4 | 4 | 0.738 | -0.076 | 23.387 | |
| 5 | 5 | 0.950 | 0.003 | 20.606 | |
| 6 | 6 | 0.717 | -0.066 | 22.955 | |
| 7 | 7 | 0.675 | -0.093 | 24.352 | |
| | | | | | |

Table A1.8 : Line Flows for LSF = 0.25

| From Bus | To Bus | From Bus Injection | | To Bus Injection | | Remarks |
|----------|--------|---------------------|-------------------------|---------------------|-------------------------|---------|
| | | Real Power (p.u.) | Reactive Power (p.u.) | Real Power (p.u.) | Reactive Power (p.u.) | |
| 1 | 2 | 1.293 | 2.707 | -1.247 | -2.680 | |
| 2 | 3 | 1.002 | 2.250 | -0.932 | -1.840 | |
| 3 | 4 | 0.334 | 0.644 | -0.319 | -0.565 | |
| 2 | 5 | 0.244 | 0.624 | -0.240 | -0.600 | |
| 3 | 6 | 0.599 | 1.604 | -0.557 | -1.380 | |
| 4 | 7 | 0.319 | 0.837 | -0.305 | -0.760 | |
| | | | | | | |

CASE 5 : LSF = 0.31

Objective function value = 32.718

$P_1 = 1.605$ p.u.

$Q_1 = 2.960$ p.u.

Real Power Loss = 0.2382 p.u

Reactive Power Loss = 1.0486 p.u

Table A1.9 : Bus operating conditions (incl cost) for LSF =0.31

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Radians) | Bus Marginal Cost | Remarks |
|---------------|------------|---------------------|-------------------|-------------------|---------|
| 1 | 1 | 1.000 | 0.000 | 20.013 | |
| 2 | 2 | 0.983 | 0.011 | 20.669 | |
| 3 | 3 | 0.804 | -0.057 | 22.821 | |
| 4 | 4 | 0.704 | -0.109 | 25.462 | |
| 5 | 5 | 0.947 | 8.2482E-5 | 20.831 | |
| 6 | 6 | 0.690 | -0.099 | 24.721 | |
| 7 | 7 | 0.636 | -0.136 | 27.306 | |
| | | | | | |

Table A1.10 : Line Flows for LSF = 0.31

| From Bus | To Bus | From Bus Injection | | To Bus Injection | | Remarks |
|----------|--------|--------------------|------------------------|--------------------|------------------------|---------|
| | | Real Power (p.u.) | Reactive Power (p.u.) | Real Power (p.u.) | Reactive Power (p.u.) | |
| 1 | 2 | 1.605 | 2.960 | -1.547 | -2.925 | |
| 2 | 3 | 1.244 | 2.492 | -1.154 | -1.965 | |
| 3 | 4 | 0.415 | 0.713 | -0.395 | -0.605 | |
| 2 | 5 | 0.302 | 0.626 | -0.298 | -0.600 | |
| 3 | 6 | 0.739 | 1.640 | -0.691 | -1.680 | |
| 4 | 7 | 0.395 | 0.853 | -0.378 | -0.760 | |
| | | | | | | |

EREB RADIAL BUS SYSTEM**RESULTS WITH DIFFERENT LOAD SCALING FACTORS
AND WITH OPTIMAL REACTIVE POWER SUPPORT
PROVIDED AND WITH UNITY TAP SETTINGS****CASE 1 : LSF = 0.1**

Objective function value = 11.3169

 $P_1 = 0.489$ p.u. $Q_1 = 1.362$ p.u.

Real Power Loss = 0.0479 p.u

Reactive Power Loss = 0.2136 p.u

Table A2.1 : Bus operating conditions (incl cost) for LSF =0.1

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Radians) | Bus Marginal Cost | Optimal Capacitor Value (in p.u.) |
|---------------|------------|---------------------|-------------------|-------------------|-------------------------------------|
| 1 | 1 | 1.000 | 0.000 | 20.004 | - |
| 2 | 2 | 0.993 | 0.006 | 20.135 | - |
| 3 | 3 | 0.928 | -0.010 | 20.412 | - |
| 4 | 4 | 0.906 | -0.022 | 20.610 | - |
| 5 | 5 | 0.960 | 0.006 | 20.180 | - |
| 6 | 6 | 0.858 | -0.011 | 20.579 | 0.265 |
| 7 | 7 | 0.871 | -0.023 | 20.702 | 0.203 |
| | | | | | |

Table A2.2 : Line Flows for LSF = 0.1

| From Bus | To Bus | From Bus Injection | | To Bus Injection | | Remarks |
|----------|--------|--------------------|-----------------------|-------------------|-----------------------|---------|
| | | Real Power (p.u.) | Reactive Power (p.u.) | Real Power (p.u.) | Reactive Power (p.u.) | |
| 1 | 2 | 0.489 | 1.362 | -0.478 | -1.355 | |
| 2 | 3 | 0.378 | 0.932 | -0.367 | -0.864 | |
| 3 | 4 | 0.127 | 0.175 | -0.126 | -0.169 | |
| 2 | 5 | 0.100 | 0.621 | -0.096 | -0.600 | |
| 3 | 6 | 0.240 | 1.206 | -0.223 | -1.115 | |
| 4 | 7 | 0.126 | 0.579 | -0.122 | -0.557 | |
| | | | | | | |

CASE 2 : LSF = 0.15

Objective function value = 15.866

$P_1 = 0.713$ p.u.

$Q_1 = 1.352$ p.u.

Real Power Loss = 0.0518 p.u

Reactive Power Loss = 0.2292 p.u

Table A2.3 : Bus operating conditions (incl cost) for LSF =0.15

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Radians) | Bus Marginal Cost | Optimal Capacitor Value (in p.u.) |
|---------------|------------|---------------------|-------------------|-------------------|-------------------------------------|
| 1 | 1 | 1.000 | 0.000 | 20.006 | - |
| 2 | 2 | 0.992 | 0.005 | 20.185 | - |
| 3 | 3 | 0.925 | -0.023 | 20.571 | - |
| 4 | 4 | 0.903 | -0.043 | 20.850 | - |
| 5 | 5 | 0.958 | 0.003 | 20.252 | - |
| 6 | 6 | 0.855 | -0.032 | 20.819 | 0.285 |
| 7 | 7 | 0.868 | -0.048 | 20.989 | 0.213 |
| | | | | | |

Table A2.4 : Line Flows for LSF = 0.15

| From Bus | To Bus | From Bus Injection | | To Bus Injection | | Remarks |
|----------|--------|--------------------|------------------------|--------------------|------------------------|---------|
| | | Real Power (p.u.) | Reactive Power (p.u.) | Real Power (p.u.) | Reactive Power (p.u.) | |
| 1 | 2 | 0.713 | 1.352 | -0.701 | -1.345 | |
| 2 | 3 | 0.553 | 0.920 | -0.540 | -0.844 | |
| 3 | 4 | 0.189 | 0.170 | -0.187 | -0.162 | |
| 2 | 5 | 0.148 | 0.622 | -0.144 | -0.600 | |
| 3 | 6 | 0.352 | 1.188 | -0.334 | -1.095 | |
| 4 | 7 | 0.187 | 0.570 | -0.183 | -0.547 | |
| | | | | | | |

CASE 3 : LSF = 0.2

Objective function value = 20.464

$P_1 = 0.939$ p.u.

$Q_1 = 1.343$ p.u.

Real Power Loss = 0.0574 p.u

Reactive Power Loss = 0.2550 p.u

Table A2.5 : Bus operating conditions (incl cost) for LSF =0.2

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Radians) | Bus Marginal Cost | Optimal Capacitor Value (in p.u.) |
|---------------|------------|---------------------|-------------------|-------------------|-------------------------------------|
| 1 | 1 | 1.000 | 0.000 | 20.008 | - |
| 2 | 2 | 0.991 | 0.004 | 20.236 | - |
| 3 | 3 | 0.923 | -0.037 | 20.733 | - |
| 4 | 4 | 0.900 | -0.064 | 21.097 | - |
| 5 | 5 | 0.957 | -3.9E-4 | 20.326 | - |
| 6 | 6 | 0.853 | -0.054 | 21.064 | 0.310 |
| 7 | 7 | 0.866 | -0.074 | 21.284 | 0.226 |
| | | | | | |

Table A2.6 : Line Flows for LSF = 0.2

| From Bus | To Bus | From Bus Injection | | To Bus Injection | | Remarks |
|----------|--------|--------------------|------------------------|--------------------|------------------------|---------|
| | | Real Power (p.u.) | Reactive Power (p.u.) | Real Power (p.u.) | Reactive Power (p.u.) | |
| 1 | 2 | 0.939 | 1.343 | -0.926 | -1.335 | |
| 2 | 3 | 0.729 | 0.909 | -0.714 | -0.818 | |
| 3 | 4 | 0.250 | 0.163 | -0.248 | -0.153 | |
| 2 | 5 | 0.196 | 0.623 | -0.192 | -0.600 | |
| 3 | 6 | 0.464 | 1.166 | -0.446 | -1.070 | |
| 4 | 7 | 0.248 | 0.558 | -0.244 | -0.534 | |
| | | | | | | |

CASE 4 : LSF = 0.25

Objective function value = 25.112

$P_1 = 1.167$ p.u.

$Q_1 = 1.334$ p.u.

Real Power Loss = 0.0649 p.u

Reactive Power Loss = 0.2822 p.u

Table A2.7 : Bus operating conditions (incl cost) for LSF =0.25

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Radians) | Bus Marginal Cost | Optimal Capacitor Value (in p.u.) |
|---------------|------------|---------------------|-------------------|-------------------|-------------------------------------|
| 1 | 1 | 1.000 | 0.000 | 20.009 | - |
| 2 | 2 | 0.990 | 0.003 | 20.288 | - |
| 3 | 3 | 0.992 | -0.051 | 20.900 | - |
| 4 | 4 | 0.898 | -0.086 | 21.350 | - |
| 5 | 5 | 0.955 | -0.004 | 20.401 | - |
| 6 | 6 | 0.852 | -0.075 | 21.316 | 0.339 |
| 7 | 7 | 0.864 | -0.100 | 21.588 | 0.241 |
| | | | | | |

Table A2.8 : Line Flows for LSF = 0.25

| From Bus | To Bus | From Bus Injection | | To Bus Injection | | Remarks |
|----------|--------|--------------------|------------------------|--------------------|------------------------|---------|
| | | Real Power (p.u.) | Reactive Power (p.u.) | Real Power (p.u.) | Reactive Power (p.u.) | |
| 1 | 2 | 1.167 | 1.334 | -1.151 | -1.324 | |
| 2 | 3 | 0.907 | 0.896 | -0.888 | -0.787 | |
| 3 | 4 | 0.312 | 0.156 | -0.310 | -0.141 | |
| 2 | 5 | 0.244 | 0.624 | -0.240 | -0.600 | |
| 3 | 6 | 0.576 | 1.141 | -0.557 | -1.041 | |
| 4 | 7 | 0.310 | 0.545 | -0.305 | -0.519 | |
| | | | | | | |

CASE 5 : LSF = 0.31

Objective function value = 30.757

$P_1 = 1.443$ p.u.

$Q_1 = 1.323$ p.u.

Real Power Loss = 0.0762 p.u

Reactive Power Loss = 0.3283 p.u

Table A2.9 : Bus operating conditions (incl cost) for LSF =0.31

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Radians) | Bus Marginal Cost | Optimal Capacitor Value (in p.u.) |
|---------------|------------|---------------------|-------------------|-------------------|-------------------------------------|
| 1 | 1 | 1.000 | 0.000 | 20.012 | - |
| 2 | 2 | 0.989 | 0.002 | 20.353 | - |
| 3 | 3 | 0.920 | -0.068 | 21.107 | - |
| 4 | 4 | 0.896 | -0.112 | 21.665 | - |
| 5 | 5 | 0.953 | -0.008 | 20.492 | - |
| 6 | 6 | 0.850 | -0.101 | 21.628 | 0.380 |
| 7 | 7 | 0.862 | -0.132 | 21.964 | 0.261 |
| | | | | | |

Table A2.10 : Line Flows for LSF = 0.31

| From Bus | To Bus | From Bus Injection | | To Bus Injection | | Remarks |
|----------|--------|---------------------|-------------------------|---------------------|-------------------------|---------|
| | | Real Power (p.u.) | Reactive Power (p.u.) | Real Power (p.u.) | Reactive Power (p.u.) | |
| 1 | 2 | 1.443 | 1.323 | -1.424 | -1.311 | |
| 2 | 3 | 1.121 | 0.881 | -1.098 | -0.745 | |
| 3 | 4 | 0.387 | 0.145 | -0.383 | -0.125 | |
| 2 | 5 | 0.302 | 0.626 | -0.298 | -0.600 | |
| 3 | 6 | 0.711 | 1.106 | -0.691 | -1.000 | |
| 4 | 7 | 0.383 | 0.526 | -0.378 | -0.499 | |
| | | | | | | |

CASE 6 : LSF = 1.00

Objective function value = 101.908

$P_1 = 4.848$ p.u.

$Q_1 = 1.328$ p.u.

Real Power Loss = 0.4382 p.u

Reactive Power Loss = 1.8205 p.u

Table A2.11 : Bus operating conditions (incl cost) for LSF =1.00

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Radians) | Bus Marginal Cost | Optimal Capacitor Value (in p.u.) |
|---------------|------------|---------------------|-------------------|-------------------|-------------------------------------|
| 1 | 1 | 1.000 | 0.000 | 20.039 | - |
| 2 | 2 | 0.971 | -0.008 | 21.258 | - |
| 3 | 3 | 0.910 | -0.280 | 24.372 | 0.067 |
| 4 | 4 | 0.919 | -0.442 | 26.585 | 0.003 |
| 5 | 5 | 0.926 | -0.057 | 21.765 | - |
| 6 | 6 | 0.865 | -0.426 | 26.487 | 1.200 |
| 7 | 7 | 0.909 | -0.519 | 27.661 | 0.854 |
| | | | | | |

Table A2.12 : Line Flows for LSF = 1.0

| From Bus | To Bus | From Bus Injection | | To Bus Injection | | Remarks |
|----------|--------|--------------------|------------------------|--------------------|------------------------|---------|
| | | Real Power (p.u.) | Reactive Power (p.u.) | Real Power (p.u.) | Reactive Power (p.u.) | |
| 1 | 2 | 4.848 | 1.328 | -4.718 | -1.251 | |
| 2 | 3 | 3.744 | 0.762 | -3.570 | 0.254 | |
| 3 | 4 | 1.276 | -0.218 | -1.237 | 0.426 | |
| 2 | 5 | 0.974 | 0.678 | -0.960 | -0.600 | |
| 3 | 6 | 2.294 | 0.528 | -2.230 | -0.180 | |
| 4 | 7 | 1.237 | 1.18E-11 | -1.220 | 0.094 | |
| | | | | | | |

CASE 7 : LSF = 1.04

Objective function value = 106.479

$P_1 = 5.058$ p.u.

$Q_1 = 1.277$ p.u.

Real Power Loss = 0.471 p.u

Reactive Power Loss = 1.959 p.u

Table A2.13 : Bus operating conditions (incl cost) for LSF = 1.04

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Radians) | Bus Marginal Cost | Optimal Capacitor Value (in p.u.) |
|---------------|------------|---------------------|-------------------|-------------------|-------------------------------------|
| 1 | 1 | 1.000 | 0.000 | 20.040 | - |
| 2 | 2 | 0.970 | -0.009 | 21.318 | - |
| 3 | 3 | 0.914 | -0.293 | 24.577 | 0.225 |
| 4 | 4 | 0.924 | -0.460 | 26.875 | 0.021 |
| 5 | 5 | 0.925 | -0.061 | 21.848 | - |
| 6 | 6 | 0.868 | -0.443 | 26.780 | 1.200 |
| 7 | 7 | 0.914 | -0.539 | 27.991 | 0.861 |
| | | | | | |

Table A2.14 : Line Flows for LSF = 1.04

| From Bus | To Bus | From Bus Injection | | To Bus Injection | | Remarks |
|----------|--------|--------------------|------------------------|--------------------|------------------------|---------|
| | | Real Power (p.u.) | Reactive Power (p.u.) | Real Power (p.u.) | Reactive Power (p.u.) | |
| 1 | 2 | 5.058 | 1.277 | -4.918 | -1.193 | |
| 2 | 3 | 3.904 | 0.699 | -3.717 | 0.398 | |
| 3 | 4 | 1.329 | -0.225 | -1.287 | 0.448 | |
| 2 | 5 | 1.014 | 0.682 | -0.998 | -0.600 | |
| 3 | 6 | 2.388 | 0.554 | -2.319 | -0.180 | |
| 4 | 7 | 1.287 | 3.2E-11 | -1.269 | 0.101 | |
| | | | | | | |

CASE 8 : LSF = 1.08

Objective function value = 111.096

$P_1 = 5.270$ p.u.

$Q_1 = 1.225$ p.u.

Real Power Loss = 0.50699 p.u

Reactive Power Loss = 2.1058 p.u

Table A2.15 : Bus operating conditions (incl cost) for LSF = 1.08

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Radians) | Bus Marginal Cost | Optimal Capacitor Value (in p.u.) |
|---------------|------------|---------------------|-------------------|-------------------|-------------------------------------|
| 1 | 1 | 1.000 | 0.000 | 20.042 | - |
| 2 | 2 | 0.969 | -0.010 | 21.379 | - |
| 3 | 3 | 0.919 | -0.306 | 24.786 | 0.388 |
| 4 | 4 | 0.930 | -0.478 | 27.167 | 0.039 |
| 5 | 5 | 0.923 | -0.064 | 21.933 | - |
| 6 | 6 | 0.871 | -0.461 | 27.076 | 1.200 |
| 7 | 7 | 0.919 | -0.559 | 28.323 | 0.868 |
| | | | | | |

Table A2.16 : Line Flows for LSF = 1.08

| From Bus | To Bus | From Bus Injection | | To Bus Injection | | Remarks |
|----------|--------|---------------------|-------------------------|---------------------|-------------------------|---------|
| | | Real Power (p.u.) | Reactive Power (p.u.) | Real Power (p.u.) | Reactive Power (p.u.) | |
| 1 | 2 | 5.270 | 1.225 | -5.119 | -1.135 | |
| 2 | 3 | 4.066 | 0.636 | -3.864 | 0.547 | |
| 3 | 4 | 1.382 | -0.233 | -1.337 | 0.471 | |
| 2 | 5 | 1.053 | 0.687 | -1.037 | -0.600 | |
| 3 | 6 | 2.482 | 0.580 | -2.408 | -0.180 | |
| 4 | 7 | 1.337 | 1.13E-8 | -1.318 | 0.108 | |
| | | | | | | |

CASE 9 : LSF = 1.13

Objective function value = 117.634

$P_1 = 5.500$ p.u.

$Q_1 = 0.155$ p.u.

Real Power Loss = 0.5167 p.u

Reactive Power Loss = 2.1387 p.u

Table A2.17 : Bus operating conditions (incl cost) for LSF = 1.13

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Radians) | Bus Marginal Cost | Optimal Capacitor Value (in p.u.) |
|---------------|------------|---------------------|-------------------|-------------------|-------------------------------------|
| 1 | 1 | 1.000 | 0.000 | 116.640 | - |
| 2 | 2 | 0.971 | -0.016 | 124.331 | - |
| 3 | 3 | 0.983 | -0.315 | 139.761 | 1.200 |
| 4 | 4 | 0.998 | -0.472 | 148.897 | 0.024 |
| 5 | 5 | 0.935 | -0.074 | 127.402 | 0.170 |
| 6 | 6 | 0.938 | -0.456 | 148.713 | 1.200 |
| 7 | 7 | 0.988 | -0.546 | 153.283 | 0.862 |
| | | | | | |

Table A2.18 : Line Flows for LSF = 1.13

| From Bus | To Bus | From Bus Injection | | To Bus Injection | | Remarks |
|----------|--------|--------------------|------------------------|--------------------|------------------------|---------|
| | | Real Power (p.u.) | Reactive Power (p.u.) | Real Power (p.u.) | Reactive Power (p.u.) | |
| 1 | 2 | 5.500 | 0.155 | -5.344 | -0.063 | |
| 2 | 3 | 4.244 | -0.260 | -4.029 | 1.517 | |
| 3 | 4 | 1.440 | -0.293 | -1.397 | 0.523 | |
| 2 | 5 | 1.100 | 0.511 | -1.085 | -0.430 | |
| 3 | 6 | 2.589 | 0.557 | -2.520 | -0.180 | |
| 4 | 7 | 1.397 | 1.62E-8 | -1.379 | 0.102 | |
| | | | | | | |

DATA FOR 14 BUS SYSTEM

The IEEE 14 bus system is shown in Fig B.1.

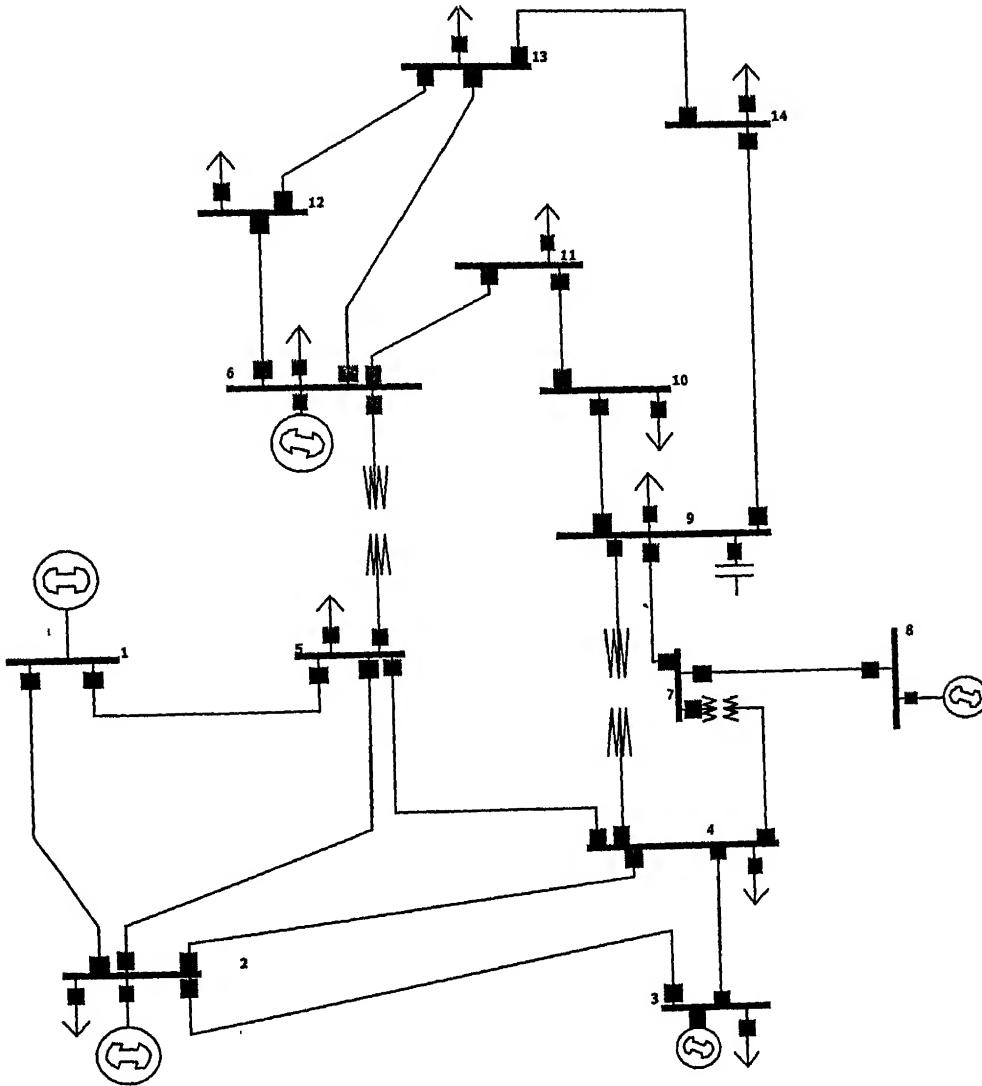


Fig B.1 14 bus system

The relevant data are provided in the following tables.

1. Table B.1 gives Generator Data.
2. Table B.2 gives Generator Bus Voltages.
3. Table B.3 gives Transformer Data.
4. Table B.4 gives Load Bus data.
5. Table B.5 gives Line Data.
6. Table B.6 gives Generator Cost Characteristics

Note :

1. Base MVA = 100 MVA
2. V_{max} and V_{min} for all load buses are 1.06 and 0.94
3. Cost of Static Capacitors = 10
4. Capacitor Upper Limit = 1.2 p.u.
5. Cost of Tap Changing Transformer = 10
6. Tap Upper Limits = 1.1 p.u.
7. Tap Lower Limits = 0.9 p.u.

Table B.1: Generator Data for 14 bus system

| Generator No | Real Power Generation Limit | | Reactive Power Generation Limit | |
|--------------|-----------------------------|--------------|---------------------------------|----------------|
| | Maximum (MW) | Minimum (MW) | Maximum (MVAR) | Minimum (MVAR) |
| 1 | 332.40 | 0.0 | 100.0 | -45.0 |
| 2 | 140.0 | 0.0 | 050.0 | -40.0 |
| 3 | 100.0 | 0.0 | 040.0 | 00.0 |
| 6 | 100.0 | 0.0 | 060.4 | -06.0 |
| 8 | 100.0 | 0.0 | 024.0 | -06.0 |

Table B.2: Generator Bus Voltages for 14 bus system

| Bus No. | Scheduled Real Power Generation P_G (MW) | Specified Voltage Magnitude $V_{spec}(p.u)$ | Load | |
|---------|--|---|-----------|-----------------|
| | | | Real (MW) | Reactive (MVAR) |
| 1 | - | 1.060 | 00.00 | 00.00 |
| 2 | 40.0 | 1.045 | 21.70 | 12.70 |
| 3 | - | 1.010 | 94.20 | 19.00 |
| 6 | 20.0 | 1.070 | 11.2 | 7.5 |
| 8 | - | 1.090 | 00.00 | 00.00 |

Table B.3: Transformer Data for 14 bus system

| Line No | From Bus | To Bus | Series Impedence | | Tap Setting |
|---------|----------|--------|------------------|-----------------|-------------|
| | | | Resistance (p.u) | Reactance (p.u) | |
| 8 | 4 | 7 | 0.0 | 0.2091 | 0.978 |
| 9 | 4 | 9 | 0.0 | 0.5561 | 0.969 |
| 10 | 5 | 6 | 0.0 | 0.2502 | 0.962 |

Table B.4 Load Bus Data for 14 bus system

| Bus no | Load | | External Shunt Susceptance (p.u) |
|--------|-----------|-------------------|----------------------------------|
| | Real (MW) | Reactive (MVAR) | |
| 4 | 47.8 | 4.0 | 0.0 |
| 5 | 7.6 | 1.6 | 0.0 |
| 7 | 0.0 | 0.0 | 0.0 |
| 9 | 29.5 | 16.6 | 0.19 |
| 10 | 9.0 | 5.8 | 0.0 |
| 11 | 3.5 | 1.8 | 0.0 |
| 12 | 6.1 | 1.6 | 0.0 |
| 13 | 13.5 | 5.8 | 0.0 |
| 14 | 14.9 | 5.0 | 0.0 |

Table B.5: Line Data for 14 bus system

| Line. No. | From No | To Bus | Series Impedance | | Shunt Susceptance (p.u) |
|--------------|------------|-----------|------------------|-----------------|-------------------------------|
| | | | Resistance (p.u) | Reactance (p.u) | |
| 1 | 1 | 2 | 0.01938 | 0.05917 | 0.528 |
| 2 | 1 | 5 | 0.05403 | 0.22304 | 0.0492 |
| 3 | 2 | 3 | 0.04699 | 0.19797 | 0.0438 |
| 4 | 4 | 4 | 0.05811 | 0.17632 | 0.0374 |
| 5 | 2 | 5 | 0.05695 | 0.17388 | 0.0340 |
| 6 | 3 | 4 | 0.06701 | 0.17103 | 0.0346 |
| 7 | 4 | 5 | 0.01335 | 0.04211 | 0.0 |
| 11 | 6 | 11 | 0.09798 | 0.19890 | 0.0 |
| 12 | 6 | 12 | 0.12291 | 0.25581 | 0.0 |
| 13 | 6 | 13 | 0.06615 | 0.13027 | 0.0 |
| 14 | 7 | 8 | 0.0 | 0.17615 | 0.0 |
| 15 | 7 | 9 | 0.0 | 0.11001 | 0.0 |
| 16 | 9 | 10 | 0.03181 | 0.08450 | 0.0 |
| 17 | 9 | 14 | 0.12711 | 0.27038 | 0.0 |
| 18 | 10 | 11 | 0.08205 | 0.19207 | 0.0 |
| 19 | 12 | 13 | 0.22092 | 0.19988 | 0.0 |
| 20 | 13 | 14 | 0.17093 | 0.34802 | 0.0 |

Table B.6 Generator Cost Characteristics

| Generator at Bus No | Generator Cost Characteristics | | | Remarks |
|---------------------------|--------------------------------|------|-------|---------|
| | a | b | c | |
| 1 | 100 | 4.5 | 0.005 | |
| 2 | 300 | 6.0 | 0.001 | |
| 3 | 450 | 7.5 | 0.004 | |
| 6 | 650 | 9.00 | 0.006 | |
| 8 | 550 | 8.00 | 0.003 | |
| | | | | |

CASE 1 : 14 BUS SYSTEM IN OPERATING CONDITION
(DC OPF)

CASE 1A : FULL SYSTEM IN OPERATING STATE

Table B1.1 : Bus operating conditions (incl cost)

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Degrees) | Bus Marginal Cost | Remarks |
|---------------|------------|---------------------|-------------------|-------------------|---------|
| 1 | 1 | 1.060 | 8.481 | 6.6358 | |
| 2 | 2 | 1.060 | 0.00 | 6.6358 | |
| 3 | 3 | 1.060 | -13.8962 | 6.6358 | |
| 4 | 4 | 1.060 | -9.7903 | 6.6358 | |
| 5 | 5 | 1.060 | -7.1869 | 6.6358 | |
| 6 | 6 | 1.060 | -17.7345 | 6.6358 | |
| 7 | 7 | 1.060 | -15.8412 | 6.6358 | |
| 8 | 8 | 1.060 | -15.8412 | 6.6358 | |
| 9 | 9 | 1.060 | -19.0247 | 6.6358 | |
| 10 | 10 | 1.060 | -19.5445 | 6.6358 | |
| 11 | 11 | 1.060 | -18.9973 | 6.6358 | |
| 12 | 12 | 1.060 | -19.6663 | 6.6358 | |
| 13 | 13 | 1.060 | -19.9565 | 6.6358 | |
| 14 | 14 | 1.060 | -21.6993 | 6.6358 | |
| | | | | | |

Table B1.2 : Line Flows

| Ser No | From Bus | To Bus | Line Flow (MW) | Line Flow Limit (MW) | Remarks |
|--------|----------|--------|------------------|------------------------|---------|
| 1 | 1 | 2 | 143.3354 | 282.84 | |
| 2 | 1 | 5 | 70.2479 | 141.42 | |
| 3 | 2 | 3 | 70.1934 | 141.42 | |
| 4 | 2 | 4 | 55.5260 | 141.42 | |
| 5 | 2 | 5 | 41.3327 | 141.42 | |
| 6 | 3 | 4 | -24.0066 | 141.42 | |
| 7 | 4 | 5 | -61.8240 | 141.42 | |
| 8 | 4 | 7 | 28.9378 | 141.42 | |
| 9 | 4 | 9 | 16.6055 | 141.42 | |
| 10 | 5 | 6 | 42.1567 | 141.42 | |
| 11 | 6 | 11 | 6.3488 | 141.42 | |
| 12 | 6 | 12 | 7.5516 | 141.42 | |
| 13 | 6 | 13 | 17.0513 | 141.42 | |
| 14 | 7 | 8 | 0.00 | 141.42 | |
| 15 | 7 | 9 | 28.9378 | 141.42 | |
| 16 | 9 | 10 | 6.1512 | 141.42 | |
| 17 | 9 | 14 | 9.8921 | 141.42 | |
| 18 | 10 | 11 | -2.8488 | 141.42 | |
| 19 | 12 | 13 | 1.4516 | 141.42 | |
| 20 | 13 | 14 | 5.0079 | 141.42 | |
| | | | | | |

Objective function value = 3526.1529

Real Power Generation by Gen 1 = 213.5833 MW

Real Power Generation by Gen 2=45.4167 MW

CASE 1B : CONGESTION WITH ONE LINE OUT (LINE 1-2)

**(MANAGE CONGESTION WITH
RESCHEDULE OF GENERATORS)**

Table B1.3 : Bus operating conditions (incl cost)

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Degrees) | Bus Marginal Cost | Remarks |
|---------------|------------|---------------------|-------------------|-------------------|---------|
| 1 | 1 | 1.060 | 31.5423 | 5.9142 | |
| 2 | 2 | 1.060 | 1.2729 | 7.6461 | |
| 3 | 3 | 1.060 | -10.2447 | 7.6461 | |
| 4 | 4 | 1.060 | -4.0839 | 7.6461 | |
| 5 | 5 | 1.060 | 0.0000 | 7.6461 | |
| 6 | 6 | 1.060 | -11.0486 | 7.6461 | |
| 7 | 7 | 1.060 | -9.8687 | 7.6461 | |
| 8 | 8 | 1.060 | -9.8687 | 7.6461 | |
| 9 | 9 | 1.060 | -12.9122 | 7.6461 | |
| 10 | 10 | 1.060 | -13.3301 | 7.6461 | |
| 11 | 11 | 1.060 | -12.5513 | 7.6461 | |
| 12 | 12 | 1.060 | -13.0257 | 7.6461 | |
| 13 | 13 | 1.060 | -13.3513 | 7.6461 | |
| 14 | 14 | 1.060 | -15.3714 | 7.6461 | |
| | | | | | |

Table B1.4 : Line Flows

| Ser No | From Bus | To Bus | Line Flow (MW) | Line Flow Limit (MW) | Remarks |
|--------|----------|--------|------------------|------------------------|---------|
| 1 | 1 | 2 | OUT | 0 | |
| 2 | 1 | 5 | 141.42 | 141.42 | |
| 3 | 2 | 3 | 58.1784 | 141.42 | |
| 4 | 2 | 4 | 30.3811 | 141.42 | |
| 5 | 2 | 5 | 7.3206 | 141.42 | |
| 6 | 3 | 4 | -36.0216 | 141.42 | |
| 7 | 4 | 5 | -96.9813 | 141.42 | |
| 8 | 4 | 7 | 27.6654 | 141.42 | |
| 9 | 4 | 9 | 15.8754 | 141.42 | |
| 10 | 5 | 6 | 44.1593 | 141.42 | |
| 11 | 6 | 11 | 7.5547 | 141.42 | |
| 12 | 6 | 12 | 7.7287 | 141.42 | |
| 13 | 6 | 13 | 17.6759 | 141.42 | |
| 14 | 7 | 8 | 0.0000 | 141.42 | |
| 15 | 7 | 9 | 27.6654 | 141.42 | |
| 16 | 9 | 10 | 4.9453 | 141.42 | |
| 17 | 9 | 14 | 9.0954 | 141.42 | |
| 18 | 10 | 11 | -4.0547 | 141.42 | |
| 19 | 12 | 13 | 1.6287 | 141.42 | |
| 20 | 13 | 14 | 5.8046 | 141.42 | |
| | | | | | |

Objective function value = 3588.6435

Real Power Generation by Gen 1 = 141.42 MW

Real Power Generation by Gen 2 = 117.58 MW

CASE 1C : CONGESTION WITH ONE LINE OUT (LINE 1-2)

(MANAGE CONGESTION WITH INCREASE OF LINE CAPACITY)

Table B1.5 : Bus operating conditions (incl cost)

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Degrees) | Bus Marginal Cost | Remarks |
|---------------|------------|------------------------|----------------------|----------------------|---------|
| 1 | 1 | 1.060 | 40.4639 | 6.3142 | |
| 2 | 2 | 1.060 | -2.0509 | 7.0861 | |
| 3 | 3 | 1.060 | -12.2316 | 7.0861 | |
| 4 | 4 | 1.060 | -4.9159 | 7.0861 | |
| 5 | 5 | 1.060 | 0.0000 | 7.0861 | |
| 6 | 6 | 1.060 | -11.3302 | 7.0861 | |
| 7 | 7 | 1.060 | -10.5512 | 7.0861 | |
| 8 | 8 | 1.060 | -10.5512 | 7.0861 | |
| 9 | 9 | 1.060 | -13.5160 | 7.0861 | |
| 10 | 10 | 1.060 | -13.8766 | 7.0861 | |
| 11 | 11 | 1.060 | -12.9677 | 7.0861 | |
| 12 | 12 | 1.060 | -13.3328 | 7.0861 | |
| 13 | 13 | 1.060 | -13.6782 | 7.0861 | |
| 14 | 14 | 1.060 | -15.8542 | 7.0861 | |
| | | | | | |

Table B1.6 : Line Flows

| Ser No | From Bus | To Bus | Line Flow (MW) | Line Flow Limit (MW) | Remarks |
|--------|----------|--------|------------------|------------------------|---------|
| | | | | | / |
| 1 | 1 | 2 | OUT | 0 | |
| 2 | 1 | 5 | 181.42 | 181.42 | |
| 3 | 2 | 3 | 51.4257 | 141.42 | |
| 4 | 2 | 4 | 16.2492 | 141.42 | |
| 5 | 2 | 5 | -11.7948 | 141.42 | |
| 6 | 3 | 4 | -42.7743 | 141.42 | |
| 7 | 4 | 5 | -116.7404 | 141.42 | |
| 8 | 4 | 7 | 26.9502 | 141.42 | |
| 9 | 4 | 9 | 15.4650 | 141.42 | |
| 10 | 5 | 6 | 42.2848 | 141.42 | |
| 11 | 6 | 11 | 6.2324 | 141.42 | |
| 12 | 6 | 12 | 7.8283 | 141.42 | |
| 13 | 6 | 13 | 18.0241 | 141.42 | |
| 14 | 7 | 8 | 0.0000 | 141.42 | |
| 15 | 7 | 9 | 26.9502 | 141.42 | |
| 16 | 9 | 10 | 4.2676 | 141.42 | |
| 17 | 9 | 14 | 8.6477 | 141.42 | |
| 18 | 10 | 11 | -4.7324 | 141.42 | |
| 19 | 12 | 13 | 1.7283 | 141.42 | |
| 20 | 13 | 14 | 6.2523 | 141.42 | |
| | | | | | |

Objective function value = 3538.5667 (Exclusive of the cost factor to account for the cost incurred in increasing the line rating)

Real Power Generation by Gen 1 = 181.42 MW

Real Power Generation by Gen 2 = 77.58 MW

**CASE 2 : 14 BUS SYSTEM IN OPERATING CONDITION
(WITHOUT REACTIVE POWER SUPPORT .
AND
WITH SPECIFIED TAP SETTINGS)**

CASE 2A : FULL SYSTEM IN OPERATING STATE

Table B2.1 : Bus operating conditions (incl cost)

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Degrees) | Bus Marginal Cost | Remarks |
|---------------|------------|---------------------|-------------------|-------------------|---------|
| 1 | 1 | 1.060 | 0.000 | 4.523 | |
| 2 | 2 | 1.045 | -4.950 | 4.770 | |
| 3 | 3 | 1.010 | -12.611 | 5.134 | |
| 4 | 4 | 1.029 | -10.416 | 5.023 | |
| 5 | 5 | 1.035 | -8.952 | 4.945 | |
| 6 | 6 | 1.070 | -14.666 | 4.951 | |
| 7 | 7 | 1.056 | -13.548 | 5.018 | |
| 8 | 8 | 1.090 | -13.548 | 5.018 | |
| 9 | 9 | 1.050 | -15.163 | 5.017 | |
| 10 | 10 | 1.046 | -15.360 | 5.033 | |
| 11 | 11 | 1.054 | -15.139 | 5.008 | |
| 12 | 12 | 1.055 | -15.510 | 5.031 | |
| 13 | 13 | 1.049 | -15.569 | 5.056 | |
| 14 | 14 | 1.032 | -16.347 | 5.138 | |
| | | | | | |

Table B2.2 : Line Flows

| From Bus | To Bus | From Bus Injection | | To Bus Injection | | Line Flow (MVA) | Line Limit (MVA) |
|----------|--------|--------------------|-----------------------|------------------|-----------------------|-----------------|------------------|
| | | Real Power (MW) | Reactive Power (MVAR) | Real Power (MW) | Reactive Power (MVAR) | | |
| 1 | 2 | -155.95 | 20.19 | 151.71 | -33.07 | 157.25 | 200 |
| 1 | 5 | -76.42 | 3.34 | 73.62 | -14.81 | 76.50 | 200 |
| 2 | 3 | -72.53 | -3.63 | 70.25 | -5.81 | 72.62 | 200 |
| 2 | 4 | -56.01 | 8.34 | 54.32 | -13.42 | 56.62 | 200 |
| 2 | 5 | -41.47 | 7.87 | 40.55 | -10.63 | 42.21 | 200 |
| 3 | 4 | 23.95 | 2.33 | -24.33 | -3.32 | 24.06 | 200 |
| 4 | 5 | 62.31 | -7.39 | -62.81 | 5.83 | 62.75 | 200 |
| 4 | 7 | -29.05 | 0.83 | 29.05 | -2.42 | 29.06 | 200 |
| 4 | 9 | -16.60 | -3.12 | 16.60 | 1.72 | 16.89 | 200 |
| 5 | 6 | -46.95 | -20.14 | 46.95 | 14.80 | 51.09 | 200 |
| 6 | 11 | -7.11 | -5.07 | 7.05 | 4.94 | 8.73 | 200 |
| 6 | 12 | -7.80 | -2.70 | 7.73 | 2.55 | 8.25 | 200 |
| 6 | 13 | -17.65 | -7.99 | 17.44 | 7.57 | 19.38 | 200 |
| 7 | 8 | 0.00 | 20.45 | 0.00 | -21.12 | 20.45 | 200 |
| 7 | 9 | -28.41 | -6.35 | 28.41 | 5.52 | 29.11 | 200 |
| 9 | 10 | -5.48 | -2.73 | 5.47 | 2.70 | 6.12 | 200 |
| 9 | 14 | -9.52 | -2.65 | 9.41 | 2.41 | 9.88 | 200 |
| 10 | 11 | 3.53 | 3.10 | -3.55 | -3.14 | 4.70 | 200 |
| 12 | 13 | -1.63 | -0.95 | 1.62 | 0.95 | 1.88 | 200 |
| 13 | 14 | -5.55 | -2.71 | 5.49 | 2.59 | 6.18 | 200 |
| | | | | | | | |

OBJECTIVE FUNCTION VALUE = 2064.675

TOTAL REAL POWER LOSS = 0.13375 p.u

TOTAL REACTIVE POWER LOSS = 0.55162

CASE 2B : ONE LINE OUT (LINE 2-5)

Table B2.3 : Bus operating conditions (incl cost)

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Degrees) | Bus Marginal Cost | Remarks |
|------------------|---------------|------------------------|----------------------|----------------------|---------|
| 1 | 1 | 1.060 | 0.000 | 4.523 | |
| 2 | 2 | 1.045 | -4.453 | 4.745 | |
| 3 | 3 | 1.010 | -13.098 | 5.139 | |
| 4 | 4 | 1.026 | -11.737 | 5.074 | |
| 5 | 5 | 1.030 | -10.855 | 5.018 | |
| 6 | 6 | 1.070 | -16.416 | 5.024 | |
| 7 | 7 | 1.055 | -14.980 | 5.071 | |
| 8 | 8 | 1.090 | -14.980 | 5.071 | |
| 9 | 9 | 1.049 | -16.648 | 5.070 | |
| 10 | 10 | 1.045 | -16.891 | 5.090 | |
| 11 | 11 | 1.054 | -16.778 | 5.073 | |
| 12 | 12 | 1.055 | -17.242 | 5.104 | |
| 13 | 13 | 1.049 | -17.281 | 5.127 | |
| 14 | 14 | 1.031 | -17.931 | 5.201 | |
| | | | | | |

Table B2.4 : Line Flows

| From Bus | To Bus | From Bus Injection | | To Bus Injection | | Line Flow (MVA) | Line Limit (MVA) |
|----------|--------|--------------------|-----------------------|------------------|-----------------------|-----------------|------------------|
| | | Real Power (MW) | Reactive Power (MVAR) | Real Power (MW) | Reactive Power (MVAR) | | |
| 1 | 2 | -140.94 | 16.60 | 137.48 | -27.08 | 141.92 | 200 |
| 1 | 5 | -92.37 | 2.30 | 88.27 | -19.09 | 92.40 | 200 |
| 2 | 3 | -81.41 | -2.82 | 78.55 | -9.08 | 81.46 | 200 |
| 2 | 4 | -74.37 | 10.25 | 71.39 | -19.23 | 75.08 | 200 |
| 3 | 4 | 15.65 | 3.86 | -15.82 | -4.30 | 16.12 | 200 |
| 4 | 5 | 38.08 | -1.91 | -38.26 | 1.33 | 38.12 | 200 |
| 4 | 7 | -29.94 | 1.86 | 29.94 | -3.57 | 29.99 | 200 |
| 4 | 9 | -17.10 | -2.67 | 17.10 | 1.18 | 17.31 | 200 |
| 5 | 6 | -45.50 | -17.81 | 45.50 | 12.89 | 48.87 | 200 |
| 6 | 11 | -6.27 | -5.63 | 6.21 | 5.51 | 8.43 | 200 |
| 6 | 12 | -7.71 | -2.79 | 7.63 | 2.64 | 8.20 | 200 |
| 6 | 13 | -17.23 | -8.27 | 17.02 | 7.86 | 19.11 | 200 |
| 7 | 8 | 0.00 | 21.20 | 0.00 | -21.91 | 21.20 | 200 |
| 7 | 9 | -29.28 | -6.01 | 29.28 | 5.13 | 29.89 | 200 |
| 9 | 10 | -6.31 | -2.16 | 6.30 | 2.13 | 6.67 | 200 |
| 9 | 14 | -10.03 | -2.28 | 9.91 | 2.02 | 10.29 | 200 |
| 10 | 11 | 2.70 | 3.67 | -2.71 | -3.71 | 4.56 | 200 |
| 12 | 13 | -1.53 | -1.04 | 1.53 | 1.04 | 1.85 | 200 |
| 13 | 14 | -5.05 | -3.09 | 4.99 | 2.98 | 5.92 | 200 |
| | | | | | | | |
| | | | | | | | |

OBJECTIVE FUNCTION VALUE = 2064.717

TOTAL REAL POWER LOSS = 0.14312 p.u

TOTAL REACTIVE POWER LOSS = 0.60026 p.u

CASE 2C : TWO LINES OUT (LINE 2-5 AND LINE 2-4)

(CURTAILMENT OF LOAD AT BUS 10)

Table B2.5 : Bus operating conditions (incl cost)

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Degrees) | Bus Marginal Cost | Remarks |
|---------------|------------|---------------------|-------------------|-------------------|---------|
| 1 | 1 | 1.060 | 0.000 | 4.523 | |
| 2 | 2 | 1.045 | -3.039 | 4.679 | |
| 3 | 3 | 1.010 | -15.401 | 5.178 | |
| 4 | 4 | 1.018 | -17.227 | 5.288 | |
| 5 | 5 | 1.022 | -15.464 | 5.193 | |
| 6 | 6 | 1.070 | -21.063 | 5.208 | |
| 7 | 7 | 1.051 | -20.003 | 5.280 | |
| 8 | 8 | 1.090 | -20.003 | 5.280 | |
| 9 | 9 | 1.045 | -21.424 | 5.276 | |
| 10 | 10 | 1.044 | -21.385 | 5.275 | |
| 11 | 11 | 1.054 | -21.347 | 5.258 | |
| 12 | 12 | 1.054 | -21.901 | 5.292 | |
| 13 | 13 | 1.049 | -21.947 | 5.319 | |
| 14 | 14 | 1.029 | -22.663 | 5.406 | |
| | | | | | |

Table B2.6 : Line Flows

| From Bus | To Bus | From Bus Injection | | To Bus Injection | | Line Flow (MVA) | Line Limit (MVA) |
|----------|--------|--------------------|-----------------------|------------------|-----------------------|-----------------|------------------|
| | | Real Power (MW) | Reactive Power (MVAR) | Real Power (MW) | Reactive Power (MVAR) | | |
| 1 | 2 | -98.39 | 5.69 | 96.72 | -10.71 | 98.56 | 200 |
| 1 | 5 | -130.54 | -1.19 | 122.34 | -32.47 | 130.54 | 200 |
| 2 | 3 | -115.02 | -1.15 | 109.32 | -22.70 | 115.03 | 200 |
| 3 | 4 | -15.12 | 10.99 | 14.90 | -11.56 | 18.69 | 200 |
| 4 | 5 | 71.69 | -13.77 | -72.38 | 11.60 | 73.00 | 200 |
| 4 | 7 | -25.35 | 4.54 | 25.35 | -5.82 | 25.75 | 200 |
| 4 | 9 | -14.46 | -1.49 | 14.46 | 0.43 | 14.53 | 200 |
| 5 | 6 | -45.45 | -13.86 | 45.45 | 9.13 | 47.52 | 200 |
| 6 | 11 | -5.73 | -6.12 | 5.67 | 6.00 | 8.38 | 200 |
| 6 | 12 | -7.81 | -2.84 | 7.74 | 2.68 | 8.31 | 200 |
| 6 | 13 | -17.61 | -8.51 | 17.39 | 8.07 | 19.56 | 200 |
| 7 | 8 | 0.00 | 23.14 | 0.00 | -23.99 | 23.14 | 200 |
| 7 | 9 | -24.79 | -5.82 | 24.79 | 5.18 | 25.46 | 200 |
| 9 | 10 | 0.26 | -1.64 | -0.26 | 1.64 | 1.66 | 200 |
| 9 | 14 | -9.55 | -2.02 | 9.44 | 1.79 | 9.77 | 200 |
| 10 | 11 | 2.16 | 4.16 | -2.17 | -4.20 | 4.68 | 200 |
| 12 | 13 | -1.64 | -1.08 | 1.63 | 1.07 | 1.96 | 200 |
| 13 | 14 | -5.52 | -3.35 | 5.46 | 3.21 | 6.46 | 200 |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

Note : Load at bus 10 curtailed by 0.071 p.u

OBJECTIVE FUNCTION VALUE = 2064.5193

TOTAL REAL POWER LOSS = 0.17032 p.u

TOTAL REACTIVE POWER LOSS = 0.74970 p.u

**CASE 2D : ONE LINE OUT (LINE 1-2)
(RESCHEDULE OF GENERATION TO MANAGE THE
CONGESTION)**

Table B2.7 : Bus operating conditions (incl cost)

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Degrees) | Bus Marginal Cost | Remarks |
|---------------|------------|---------------------|-------------------|-------------------|---------|
| 1 | 1 | 1.060 | 0.0000 | 4.516 | |
| 2 | 2 | 1.045 | -18.600 | 5.350 | |
| 3 | 3 | 1.010 | -24.886 | 5.701 | |
| 4 | 4 | 1.026 | -21.310 | 5.491 | |
| 5 | 5 | 1.029 | -18.890 | 5.359 | |
| 6 | 6 | 1.070 | -24.956 | 5.373 | |
| 7 | 7 | 1.054 | -24.289 | 5.487 | |
| 8 | 8 | 1.090 | -24.289 | 5.487 | |
| 9 | 9 | 1.047 | -25.825 | 5.485 | |
| 10 | 10 | 1.044 | -25.955 | 5.499 | |
| 11 | 11 | 1.053 | -25.583 | 5.454 | |
| 12 | 12 | 1.055 | -25.827 | 5.462 | |
| 13 | 13 | 1.049 | -25.911 | 5.494 | |
| 14 | 14 | 1.030 | -26.871 | 5.604 | |
| | | | | | |

Table B2.8 : Line Flows

| From Bus | To Bus | From Bus Injection | | To Bus Injection | | Line Flow (MVA) | Line Limit (MVA) |
|----------|--------|--------------------|-----------------------|------------------|-----------------------|-----------------|------------------|
| | | Real Power (MW) | Reactive Power (MVAR) | Real Power (MW) | Reactive Power (MVAR) | | |
| 1 | 5 | -159.00 | 0.12 | 146.84 | -50.16 | 159.00 | 200 |
| 2 | 3 | -60.15 | -5.01 | 58.57 | -1.49 | 60.36 | 200 |
| 2 | 4 | -29.45 | -0.25 | 28.99 | -1.09 | 29.45 | 200 |
| 2 | 5 | -5.70 | -5.97 | 5.65 | 5.87 | 8.25 | 200 |
| 3 | 4 | 35.63 | -4.91 | -36.49 | 2.71 | 35.97 | 200 |
| 4 | 5 | 97.42 | -26.73 | -98.71 | 22.65 | 101.02 | 200 |
| 4 | 7 | -27.51 | 1.68 | 27.51 | -3.13 | 27.56 | 200 |
| 4 | 9 | -15.71 | -2.83 | 15.71 | 1.57 | 15.96 | 200 |
| 5 | 6 | -49.55 | -17.48 | 49.55 | 11.77 | 52.54 | 200 |
| 6 | 11 | -8.58 | -4.97 | 8.50 | 4.80 | 9.92 | 200 |
| 6 | 12 | -7.99 | -2.66 | 7.91 | 2.50 | 8.42 | 200 |
| 6 | 13 | -18.41 | -7.96 | 18.18 | 7.50 | 20.06 | 200 |
| 7 | 8 | 0.00 | 21.49 | 0.00 | -22.23 | 21.49 | 200 |
| 7 | 9 | -26.90 | -6.75 | 26.90 | 5.99 | 27.73 | 200 |
| 9 | 10 | -4.03 | -2.88 | 4.03 | 2.86 | 4.96 | 200 |
| 9 | 14 | -8.59 | -2.76 | 8.49 | 2.56 | 9.02 | 200 |
| 10 | 11 | 4.97 | 2.94 | -5.00 | -3.00 | 5.78 | 200 |
| 12 | 13 | -1.81 | -0.90 | 1.80 | 0.90 | 2.02 | 200 |
| 13 | 14 | -6.48 | -2.59 | 6.40 | 2.44 | 6.97 | 200 |
| | | | | | | | |
| | | | | | | | |

Note : Reschedule of Generation . Generator 2 now produces 1.17 p.u instead of 0.4 p.u of real power

OBJECTIVE FUNCTION VALUE = 2065.9873

TOTAL REAL POWER LOSS = 0.17002 p.u

TOTAL REACTIVE POWER LOSS = 0.75391 p.u

**CASE 3 : 14 BUS SYSTEM IN OPERATING CONDITION
(WITH REACTIVE POWER SUPPORT AT LOAD BUSES
AND
WITH SPECIFIED TAP SETTINGS)**

CASE 3A : FULL SYSTEM IN OPERATING STATE

Table B3.1 : Bus operating conditions (incl cost)

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Degrees) | Bus Marginal Cost | Remarks |
|---------------|------------|---------------------|-------------------|-------------------|---------|
| 1 | 1 | 1.060 | 0.0000 | 4.523 | |
| 2 | 2 | 1.045 | -4.950 | 4.770 | |
| 3 | 3 | 1.010 | -12.611 | 5.134 | |
| 4 | 4 | 1.029 | -10.416 | 5.023 | |
| 5 | 5 | 1.035 | -8.952 | 4.945 | |
| 6 | 6 | 1.070 | -14.666 | 4.951 | |
| 7 | 7 | 1.056 | -13.548 | 5.018 | |
| 8 | 8 | 1.090 | -13.548 | 5.018 | |
| 9 | 9 | 1.050 | -15.163 | 5.017 | |
| 10 | 10 | 1.046 | -15.360 | 5.033 | |
| 11 | 11 | 1.054 | -15.139 | 5.008 | |
| 12 | 12 | 1.055 | -15.510 | 5.031 | |
| 13 | 13 | 1.049 | -15.569 | 5.056 | |
| 14 | 14 | 1.032 | -16.347 | 5.138 | |
| | | | | | |

CASE 3B : ONE LINE OUT (LINE 2-5)

Table B3.3 : Bus operating conditions (incl cost)

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Degrees) | Bus Marginal Cost | Remarks |
|---------------|------------|---------------------|-------------------|-------------------|---------|
| 1 | 1 | 1.060 | 0.000 | 4.523 | |
| 2 | 2 | 1.045 | -4.453 | 4.745 | |
| 3 | 3 | 1.010 | -13.098 | 5.139 | |
| 4 | 4 | 1.026 | -11.737 | 5.074 | |
| 5 | 5 | 1.030 | -10.855 | 5.018 | |
| 6 | 6 | 1.070 | -16.416 | 5.024 | |
| 7 | 7 | 1.055 | -14.980 | 5.071 | |
| 8 | 8 | 1.090 | -14.980 | 5.071 | |
| 9 | 9 | 1.049 | -16.648 | 5.070 | |
| 10 | 10 | 1.045 | -16.891 | 5.090 | |
| 11 | 11 | 1.054 | -16.778 | 5.073 | |
| 12 | 12 | 1.055 | -17.242 | 5.104 | |
| 13 | 13 | 1.049 | -17.281 | 5.127 | |
| 14 | 14 | 1.031 | -17.931 | 5.201 | |
| | | | | | |

Table B3.4 : Line Flows

| From Bus | To Bus | From Bus Injection | | To Bus Injection | | Line Flow (MVA) | Line Limit (MVA) |
|----------|--------|--------------------|-----------------------|------------------|-----------------------|-----------------|------------------|
| | | Real Power (MW) | Reactive Power (MVAR) | Real Power (MW) | Reactive Power (MVAR) | | |
| 1 | 2 | -140.94 | 16.60 | 137.48 | -27.08 | 141.92 | 200 |
| 1 | 5 | -92.37 | 2.30 | 88.27 | -19.09 | 92.40 | 200 |
| 2 | 3 | -81.41 | -2.82 | 78.55 | -9.08 | 81.46 | 200 |
| 2 | 4 | -74.37 | 10.25 | 71.39 | -19.23 | 75.08 | 200 |
| 3 | 4 | 15.65 | 3.86 | -15.82 | -4.30 | 16.12 | 200 |
| 4 | 5 | 38.08 | -1.91 | -38.26 | 1.33 | 38.12 | 200 |
| 4 | 7 | -29.94 | 1.86 | 29.94 | -3.57 | 29.99 | 200 |
| 4 | 9 | -17.10 | -2.67 | 17.10 | 1.18 | 17.31 | 200 |
| 5 | 6 | -45.50 | -17.81 | 45.50 | 12.89 | 48.87 | 200 |
| 6 | 11 | -6.27 | -5.63 | 6.21 | 5.51 | 8.43 | 200 |
| 6 | 12 | -7.71 | -2.79 | 7.63 | 2.64 | 8.20 | 200 |
| 6 | 13 | -17.23 | -8.27 | 17.02 | 7.86 | 19.11 | 200 |
| 7 | 8 | 0.00 | 21.20 | 0.00 | -21.91 | 21.20 | 200 |
| 7 | 9 | -29.28 | -6.01 | 29.28 | 5.13 | 29.89 | 200 |
| 9 | 10 | -6.31 | -2.16 | 6.30 | 2.13 | 6.67 | 200 |
| 9 | 14 | -10.03 | -2.28 | 9.91 | 2.02 | 10.29 | 200 |
| 10 | 11 | 2.70 | 3.67 | -2.71 | -3.71 | 4.56 | 200 |
| 12 | 13 | -1.53 | -1.04 | 1.53 | 1.04 | 1.85 | 200 |
| 13 | 14 | -5.05 | -3.09 | 4.99 | 2.98 | 5.92 | 200 |
| | | | | | | | |
| | | | | | | | |

OBJECTIVE FUNCTION VALUE = 2064.717

TOTAL REAL POWER LOSS = 0.14312 p.u

TOTAL REACTIVE POWER LOSS = 0.60026 p.u

CASE 3C : TWO LINES OUT (LINE 2-5 AND LINE 2-4)

Table B3.5 : Bus operating conditions (incl cost)

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Degrees) | Bus Marginal Cost | Remarks |
|---------------|------------|---------------------|-------------------|-------------------|---------|
| 1 | 1 | 1.060 | 0.000 | 4.524 | |
| 2 | 2 | 1.045 | -3.144 | 4.731 | |
| 3 | 3 | 1.010 | -15.840 | 5.412 | |
| 4 | 4 | 1.016 | -17.922 | 7.167 | |
| 5 | 5 | 1.020 | -16.099 | 6.506 | |
| 6 | 6 | 1.070 | -22.052 | 6.204 | |
| 7 | 7 | 1.051 | -21.033 | 8.121 | |
| 8 | 8 | 1.090 | -21.033 | 8.121 | |
| 9 | 9 | 1.045 | -22.624 | 8.712 | |
| 10 | 10 | 1.042 | -22.806 | 8.446 | |
| 11 | 11 | 1.052 | -22.553 | 7.422 | |
| 12 | 12 | 1.054 | -22.905 | 6.429 | |
| 13 | 13 | 1.049 | -22.965 | 6.787 | |
| 14 | 14 | 1.028 | -23.784 | 8.264 | |
| | | | | | |

Table B3.6 : Line Flows

| From Bus | To Bus | From Bus Injection | | To Bus Injection | | Line Flow (MVA) | Line Limit (MVA) |
|----------|--------|--------------------|-----------------------|------------------|-----------------------|-------------------|--------------------|
| | | Real Power (MW) | Reactive Power (MVAR) | Real Power (MW) | Reactive Power (MVAR) | | |
| 1 | 2 | -101.54 | 6.53 | 99.76 | -11.88 | 101.75 | 200 |
| 1 | 5 | -135.72 | -2.44 | 126.85 | -33.98 | 135.74 | 200 |
| 2 | 3 | -118.06 | -1.11 | 112.05 | -24.02 | 118.06 | 200 |
| 3 | 4 | -17.85 | 10.71 | 17.58 | -11.42 | 20.82 | 200 |
| 4 | 5 | 73.59 | -14.82 | -74.32 | 12.52 | 75.07 | 200 |
| 4 | 7 | -28.35 | 5.44 | 28.35 | -7.06 | 28.87 | 200 |
| 4 | 9 | -16.15 | -1.38 | 16.15 | 0.05 | 16.21 | 200 |
| 5 | 6 | -48.21 | -13.07 | 48.21 | 7.82 | 49.95 | 200 |
| 6 | 11 | -7.79 | -5.94 | 7.71 | 5.77 | 9.80 | 200 |
| 6 | 12 | -7.91 | -2.80 | 7.84 | 2.65 | 8.39 | 200 |
| 6 | 13 | -18.02 | -8.45 | 17.79 | 8.00 | 19.90 | 200 |
| 7 | 8 | 0.00 | 23.15 | 0.00 | -24.00 | 23.15 | 200 |
| 7 | 9 | -27.72 | -6.74 | 27.72 | 5.93 | 28.53 | 200 |
| 9 | 10 | -4.82 | -1.91 | 4.81 | 1.89 | 5.18 | 200 |
| 9 | 14 | -9.05 | -2.13 | 8.95 | 1.91 | 9.30 | 200 |
| 10 | 11 | 4.19 | 3.91 | -4.21 | -3.97 | 5.73 | 200 |
| 12 | 13 | -1.74 | -1.05 | 1.73 | 1.04 | 2.03 | 200 |
| 13 | 14 | -6.02 | -3.24 | 5.95 | 3.09 | 6.84 | 200 |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

Note : No Load Curtailment was required.

OBJECTIVE FUNCTION VALUE = 2065.108

Include cost paid to load = Nil

TOTAL REAL POWER LOSS = 0.18256 p.u

TOTAL REACTIVE POWER LOSS = 0.80989 p.u

Reactive Support Placed = 0.021 p.u at Bus 7

**CASE 3D : ONE LINE OUT (LINE 1-2)
(RESCHEDULE OF GENERATION TO MANAGE THE
CONGESTION)**

Table B3.7 : Bus operating conditions (incl cost)

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Degrees) | Bus Marginal Cost | Remarks |
|------------------|---------------|------------------------|----------------------|----------------------|---------|
| 1 | 1 | 1.060 | 0.0000 | 4.519 | |
| 2 | 2 | 1.045 | -23.620 | 20.296 | |
| 3 | 3 | 1.010 | -29.377 | 21.767 | |
| 4 | 4 | 1.032 | -25.435 | 22.945 | |
| 5 | 5 | 1.037 | -22.767 | 22.776 | |
| 6 | 6 | 1.070 | -28.851 | 23.236 | |
| 7 | 7 | 1.056 | -28.355 | 23.736 | |
| 8 | 8 | 1.090 | -28.355 | 23.736 | |
| 9 | 9 | 1.049 | -29.865 | 24.057 | |
| 10 | 10 | 1.046 | -29.970 | 24.096 | |
| 11 | 11 | 1.054 | -29.540 | 23.768 | |
| 12 | 12 | 1.055 | -29.731 | 23.622 | |
| 13 | 13 | 1.049 | -29.827 | 23.840 | |
| 14 | 14 | 1.031 | -30.855 | 24.542 | |
| | | | | | |

Table B3.8 : Line Flows

| From Bus | To Bus | From Bus Injection | | To Bus Injection | | Line Flow (MVA) | Line Limit (MVA) |
|----------|--------|--------------------|-----------------------|------------------|-----------------------|-----------------|------------------|
| | | Real Power (MW) | Reactive Power (MVAR) | Real Power (MW) | Reactive Power (MVAR) | | |
| 1 | 5 | -191.54 | 0.00 | 173.90 | -72.73 | 191.54 | 200 |
| 2 | 3 | -55.40 | -5.63 | 54.05 | 0.10 | 55.68 | 200 |
| 2 | 4 | -19.93 | 0.14 | 19.72 | -0.74 | 19.93 | 200 |
| 2 | 5 | 7.03 | -5.02 | -7.08 | 4.89 | 8.64 | 200 |
| 3 | 4 | 40.15 | -3.80 | -41.22 | 1.03 | 40.33 | 200 |
| 4 | 5 | 110.90 | -23.46 | -112.52 | 18.37 | 113.36 | 200 |
| 4 | 7 | -27.16 | 0.11 | 27.16 | -1.49 | 27.16 | 200 |
| 4 | 9 | -15.52 | -3.49 | 15.52 | 2.25 | 15.91 | 200 |
| 5 | 6 | -50.11 | -21.72 | 50.11 | 15.65 | 54.62 | 200 |
| 6 | 11 | -8.92 | -4.38 | 8.83 | 4.21 | 9.93 | 200 |
| 6 | 12 | -8.01 | -2.58 | 7.94 | 2.42 | 8.42 | 200 |
| 6 | 13 | -18.57 | -7.66 | 18.34 | 7.20 | 20.09 | 200 |
| 7 | 8 | 0.00 | 20.19 | 0.00 | -20.83 | 20.19 | 200 |
| 7 | 9 | -26.56 | -6.99 | 26.56 | 6.24 | 27.46 | 200 |
| 9 | 10 | -3.70 | -3.47 | 3.69 | 3.45 | 5.07 | 200 |
| 9 | 14 | -8.40 | -3.14 | 8.31 | 2.94 | 8.97 | 200 |
| 10 | 11 | 5.31 | 2.35 | -5.33 | -2.41 | 5.81 | 200 |
| 12 | 13 | -1.84 | -0.82 | 1.83 | 0.81 | 2.01 | 200 |
| 13 | 14 | -6.67 | -2.21 | 6.59 | 2.06 | 7.03 | 200 |
| | | | | | | | |
| | | | | | | | |

Note : Reschedule of Generation . Generator 2 now produces 0.9 p.u instead of 0.4 p.u of real power

OBJECTIVE FUNCTION VALUE = 2068.946

TOTAL REAL POWER LOSS = 0.22543 p.u

TOTAL REACTIVE POWER LOSS = 0.98137 p.u

Reactive Support Placed = 0.311 p.u at Bus 5

**CASE 4 : 14 BUS SYSTEM IN OPERATING CONDITION
(WITH REACTIVE POWER SUPPORT AT LOAD BUSES
AND
WITH OPTIMIZED TAP SETTINGS)**

CASE 4A : FULL SYSTEM IN OPERATING STATE

Table B4.1 : Bus operating conditions (incl cost)

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Degrees) | Bus Marginal Cost | Remarks |
|---------------|------------|---------------------|-------------------|-------------------|---------|
| 1 | 1 | 1.060 | 0.0000 | 4.523 | |
| 2 | 2 | 1.045 | -4.950 | 4.770 | |
| 3 | 3 | 1.010 | -12.611 | 5.134 | |
| 4 | 4 | 1.029 | -10.416 | 5.023 | |
| 5 | 5 | 1.035 | -8.952 | 4.945 | |
| 6 | 6 | 1.070 | -14.666 | 4.951 | |
| 7 | 7 | 1.056 | -13.548 | 5.018 | |
| 8 | 8 | 1.090 | -13.548 | 5.018 | |
| 9 | 9 | 1.050 | -15.163 | 5.017 | |
| 10 | 10 | 1.046 | -15.360 | 5.033 | |
| 11 | 11 | 1.054 | -15.139 | 5.008 | |
| 12 | 12 | 1.055 | -15.510 | 5.031 | |
| 13 | 13 | 1.049 | -15.569 | 5.056 | |
| 14 | 14 | 1.032 | -16.347 | 5.138 | |
| | | | | | |

Table B4.2 : Line Flows

| From Bus | To Bus | From Bus Injection | | To Bus Injection | | Line Flow (MVA) | Line Limit (MVA) |
|----------|--------|--------------------|-----------------------|------------------|-----------------------|-----------------|------------------|
| | | Real Power (MW) | Reactive Power (MVAR) | Real Power (MW) | Reactive Power (MVAR) | | |
| 1 | 2 | -155.95 | 20.19 | 151.71 | -33.07 | 157.25 | 200 |
| 1 | 5 | -76.42 | 3.34 | 73.62 | -14.81 | 76.50 | 200 |
| 2 | 3 | -72.53 | -3.63 | 70.25 | -5.81 | 72.62 | 200 |
| 2 | 4 | -56.01 | 8.34 | 54.32 | -13.42 | 56.62 | 200 |
| 2 | 5 | -41.47 | 7.87 | 40.55 | -10.63 | 42.21 | 200 |
| 3 | 4 | 23.95 | 2.33 | -24.33 | -3.32 | 24.06 | 200 |
| 4 | 5 | 62.31 | -7.39 | -62.81 | 5.83 | 62.75 | 200 |
| 4 | 7 | -29.11 | -0.26 | 29.11 | -1.34 | 29.11 | 200 |
| 4 | 9 | -17.87 | -20.12 | 17.87 | 17.04 | 26.91 | 200 |
| 5 | 6 | -45.81 | -8.05 | 45.81 | 3.40 | 46.52 | 200 |
| 6 | 11 | -7.11 | -5.07 | 7.05 | 4.94 | 8.73 | 200 |
| 6 | 12 | -7.80 | -2.70 | 7.73 | 2.55 | 8.25 | 200 |
| 6 | 13 | -17.65 | -7.99 | 17.44 | 7.57 | 19.38 | 200 |
| 7 | 8 | 0.00 | 20.45 | 0.00 | -21.12 | 20.45 | 200 |
| 7 | 9 | -28.41 | -6.35 | 28.41 | 5.52 | 29.11 | 200 |
| 9 | 10 | -5.48 | -2.73 | 5.47 | 2.70 | 6.12 | 200 |
| 9 | 14 | -9.52 | -2.65 | 9.41 | 2.41 | 9.88 | 200 |
| 10 | 11 | 3.53 | 3.10 | -3.55 | -3.14 | 4.70 | 200 |
| 12 | 13 | -1.63 | -0.95 | 1.62 | 0.95 | 1.88 | 200 |
| 13 | 14 | -5.55 | -2.71 | 5.49 | 2.59 | 6.18 | 200 |
| | | | | | | | |

OBJECTIVE FUNCTION VALUE = 2064.197

TOTAL REAL POWER LOSS = 0.13375 p.u

TOTAL REACTIVE POWER LOSS = 0.56143 p.u

Optimized Tap Settings (Line 4-7) = 0.976

Optimized Tap Settings (Line 4-9) = 0.9

Optimized Tap Settings (Line 5-6) = 0.955

CASE 4B : ONE LINE OUT (LINE 2-5)

Table B4.3 : Bus operating conditions (incl cost)

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Degrees) | Bus Marginal Cost | Remarks |
|---------------|------------|---------------------|-------------------|-------------------|---------|
| 1 | 1 | 1.060 | 0.0000 | 4.523 | |
| 2 | 2 | 1.045 | -4.453 | 4.745 | |
| 3 | 3 | 1.010 | -13.098 | 5.139 | |
| 4 | 4 | 1.026 | -11.737 | 5.074 | |
| 5 | 5 | 1.030 | -10.855 | 5.018 | |
| 6 | 6 | 1.070 | -16.416 | 5.024 | |
| 7 | 7 | 1.055 | -14.980 | 5.071 | |
| 8 | 8 | 1.090 | -14.980 | 5.071 | |
| 9 | 9 | 1.049 | -16.648 | 5.070 | |
| 10 | 10 | 1.045 | -16.891 | 5.090 | |
| 11 | 11 | 1.054 | -16.778 | 5.073 | |
| 12 | 12 | 1.055 | -17.242 | 5.104 | |
| 13 | 13 | 1.049 | -17.281 | 5.127 | |
| 14 | 14 | 1.031 | -17.931 | 5.201 | |
| | | | | | |

Table B4.4 : Line Flows

| From Bus | To Bus | From Bus Injection | | To Bus Injection | | Line Flow (MVA) | Line Limit (MVA) |
|----------|--------|--------------------|-----------------------|------------------|-----------------------|-----------------|------------------|
| | | Real Power (MW) | Reactive Power (MVAR) | Real Power (MW) | Reactive Power (MVAR) | | |
| 1 | 2 | -140.94 | 16.60 | 137.48 | -27.08 | 141.92 | 200 |
| 1 | 5 | -92.37 | 2.30 | 88.27 | -19.09 | 92.40 | 200 |
| 2 | 3 | -81.41 | -2.82 | 78.55 | -9.08 | 81.46 | 200 |
| 2 | 4 | -74.37 | 10.25 | 71.39 | -19.23 | 75.08 | 200 |
| 3 | 4 | 15.65 | 3.86 | -15.82 | -4.30 | 16.12 | 200 |
| 4 | 5 | 38.08 | -1.91 | -38.26 | 1.33 | 38.12 | 200 |
| 4 | 7 | -30.40 | -6.32 | 30.40 | 4.55 | 31.05 | 200 |
| 4 | 9 | -17.35 | -5.68 | 17.35 | 4.07 | 18.25 | 200 |
| 5 | 6 | -44.28 | -4.68 | 44.28 | 0.36 | 44.53 | 200 |
| 6 | 11 | -6.27 | -5.63 | 6.21 | 5.51 | 8.43 | 200 |
| 6 | 12 | -7.71 | -2.79 | 7.63 | 2.64 | 8.20 | 200 |
| 6 | 13 | -17.23 | -8.27 | 17.02 | 7.86 | 19.11 | 200 |
| 7 | 8 | 0.00 | 21.20 | 0.00 | -21.91 | 21.20 | 200 |
| 7 | 9 | -29.28 | -6.01 | 29.28 | 5.13 | 29.89 | 200 |
| 9 | 10 | -6.31 | -2.16 | 6.30 | 2.13 | 6.67 | 200 |
| 9 | 14 | -10.03 | -2.28 | 9.91 | 2.02 | 10.29 | 200 |
| 10 | 11 | 2.70 | 3.67 | -2.71 | -3.71 | 4.56 | 200 |
| 12 | 13 | -1.53 | -1.04 | 1.53 | 1.04 | 1.85 | 200 |
| 13 | 14 | -5.05 | -3.09 | 4.99 | 2.98 | 5.92 | 200 |
| | | | | | | | |
| | | | | | | | |

OBJECTIVE FUNCTION VALUE = 2064.687

TOTAL REAL POWER LOSS = 0.14311 p.u

TOTAL REACTIVE POWER LOSS = 0.59607 p.u

Optimized Tap Settings (Line 4-7) = 0.963

Optimized Tap Settings (Line 4-9) = 0.955

Optimized Tap Settings (Line 5-6) = 0.958

CASE 4C : TWO LINES OUT (LINE 2-5 AND LINE 2-4)

Table B4.5 : Bus operating conditions (incl cost)

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Degrees) | Bus Marginal Cost | Remarks |
|---------------|------------|---------------------|-------------------|-------------------|---------|
| 1 | 1 | 1.060 | 0.0000 | 4.524 | |
| 2 | 2 | 1.045 | -3.144 | 4.731 | |
| 3 | 3 | 1.010 | -15.840 | 5.412 | |
| 4 | 4 | 1.016 | -17.922 | 7.167 | |
| 5 | 5 | 1.020 | -16.099 | 6.506 | |
| 6 | 6 | 1.070 | -22.052 | 6.204 | |
| 7 | 7 | 1.051 | -21.033 | 8.121 | |
| 8 | 8 | 1.090 | -21.033 | 8.121 | |
| 9 | 9 | 1.045 | -22.624 | 8.712 | |
| 10 | 10 | 1.042 | -22.806 | 8.446 | |
| 11 | 11 | 1.052 | -22.553 | 7.422 | |
| 12 | 12 | 1.054 | -22.905 | 6.429 | |
| 13 | 13 | 1.049 | -22.965 | 6.787 | |
| 14 | 14 | 1.028 | -23.784 | 8.264 | |
| | | | | | |

Table B4.6 : Line Flows

| From Bus | To Bus | From Bus Injection | | To Bus Injection | | Line Flow (MVA) | Line Limit (MVA) |
|----------|--------|--------------------|-----------------------|------------------|-----------------------|-----------------|------------------|
| | | Real Power (MW) | Reactive Power (MVAR) | Real Power (MW) | Reactive Power (MVAR) | | |
| 1 | 2 | -101.54 | 6.53 | 99.76 | -11.88 | 101.75 | 200 |
| 1 | 5 | -135.72 | -2.44 | 126.85 | -33.98 | 135.74 | 200 |
| 2 | 3 | -118.06 | -1.11 | 112.05 | -24.02 | 118.06 | 200 |
| 3 | 4 | -17.85 | 10.71 | 17.58 | -11.42 | 20.82 | 200 |
| 4 | 5 | 73.59 | -14.82 | -74.32 | 12.52 | 75.07 | 200 |
| 4 | 7 | -28.64 | 0.09 | 28.64 | -1.65 | 61.15 | 200 |
| 4 | 9 | -15.88 | 1.76 | 15.88 | -3.09 | 16.12 | 200 |
| 5 | 6 | -47.85 | -3.62 | 47.25 | -1.29 | 58.78 | 200 |
| 6 | 11 | -7.79 | -5.94 | 7.71 | 5.77 | 9.80 | 200 |
| 6 | 12 | -7.91 | -2.80 | 7.84 | 2.65 | 8.39 | 200 |
| 6 | 13 | -18.02 | -8.45 | 17.79 | 8.00 | 19.90 | 200 |
| 7 | 8 | 0.00 | 23.15 | 0.00 | -24.00 | 23.15 | 200 |
| 7 | 9 | -27.72 | -6.74 | 27.72 | 5.93 | 28.53 | 200 |
| 9 | 10 | -4.82 | -1.91 | 4.81 | 1.89 | 5.18 | 200 |
| 9 | 14 | -9.05 | -2.13 | 8.95 | 1.91 | 9.30 | 200 |
| 10 | 11 | 4.19 | 3.91 | -4.21 | -3.97 | 5.73 | 200 |
| 12 | 13 | -1.74 | -1.05 | 1.73 | 1.04 | 2.03 | 200 |
| 13 | 14 | -6.02 | -3.24 | 5.95 | 3.09 | 6.84 | 200 |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

Note : No Load Curtailment was required.

OBJECTIVE FUNCTION VALUE = 2065.353

TOTAL REAL POWER LOSS = 0.18257 p.u

TOTAL REACTIVE POWER LOSS = 0.80608 p.u

Reactive Support Placed = 0.021 p.u at Bus 7

Optimized Tap Settings (Line 4-7) = 0.968

Optimized Tap Settings (Line 4-9) = 0.985

Optimized Tap Settings (Line 5-6) = 0.951

CASE 4D : ONE LINE OUT (LINE 1-2)
(RESCHEDULE OF GENERATION TO MANAGE THE
CONGESTION)

Table B4.7 : Bus operating conditions (incl cost)

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Degrees) | Bus Marginal Cost | Remarks |
|---------------|------------|---------------------|-------------------|-------------------|---------|
| 1 | 1 | 1.060 | 0.0000 | 4.519 | |
| 2 | 2 | 1.045 | -23.620 | 20.296 | |
| 3 | 3 | 1.010 | -29.377 | 21.767 | |
| 4 | 4 | 1.032 | -25.435 | 22.945 | |
| 5 | 5 | 1.037 | -22.767 | 22.776 | |
| 6 | 6 | 1.070 | -28.851 | 23.236 | |
| 7 | 7 | 1.056 | -28.355 | 23.736 | |
| 8 | 8 | 1.090 | -28.355 | 23.736 | |
| 9 | 9 | 1.049 | -29.865 | 24.057 | |
| 10 | 10 | 1.046 | -29.970 | 24.096 | |
| 11 | 11 | 1.054 | -29.540 | 23.768 | |
| 12 | 12 | 1.055 | -29.731 | 23.622 | |
| 13 | 13 | 1.049 | -29.827 | 23.840 | |
| 14 | 14 | 1.031 | -30.855 | 24.542 | |
| | | | | | |

Table B4.8 : Line Flows

| From Bus | To Bus | From Bus Injection | | To Bus Injection | | Line Flow (MVA) | Line Limit (MVA) |
|----------|--------|--------------------|-----------------------|------------------|-----------------------|-----------------|------------------|
| | | Real Power (MW) | Reactive Power (MVAR) | Real Power (MW) | Reactive Power (MVAR) | | |
| 1 | 5 | -191.54 | 0.00 | 173.90 | -72.73 | 191.54 | 200 |
| 2 | 3 | -55.40 | -5.63 | 54.05 | 0.10 | 55.68 | 200 |
| 2 | 4 | -19.93 | 0.14 | 19.72 | -0.74 | 19.93 | 200 |
| 2 | 5 | 7.03 | -5.02 | -7.08 | 4.89 | 8.64 | 200 |
| 3 | 4 | 40.15 | -3.80 | -41.22 | 1.03 | 40.33 | 200 |
| 4 | 5 | 110.90 | -23.46 | -112.52 | 18.37 | 113.36 | 200 |
| 4 | 7 | -27.27 | -2.22 | 27.27 | 0.83 | 27.24 | 200 |
| 4 | 9 | -15.61 | -4.62 | 15.61 | 3.34 | 26.51 | 200 |
| 5 | 6 | -48.51 | -5.84 | 48.51 | 0.65 | 65.88 | 200 |
| 6 | 11 | -8.92 | -4.38 | 8.83 | 4.21 | 9.93 | 200 |
| 6 | 12 | -8.01 | -2.58 | 7.94 | 2.42 | 8.42 | 200 |
| 6 | 13 | -18.57 | -7.66 | 18.34 | 7.20 | 20.09 | 200 |
| 7 | 8 | 0.00 | 20.19 | 0.00 | -20.83 | 20.19 | 200 |
| 7 | 9 | -26.56 | -6.99 | 26.56 | 6.24 | 27.46 | 200 |
| 9 | 10 | -3.70 | -3.47 | 3.69 | 3.45 | 5.07 | 200 |
| 9 | 14 | -8.40 | -3.14 | 8.31 | 2.94 | 8.97 | 200 |
| 10 | 11 | 5.31 | 2.35 | -5.33 | -2.41 | 5.81 | 200 |
| 12 | 13 | -1.84 | -0.82 | 1.83 | 0.81 | 2.01 | 200 |
| 13 | 14 | -6.67 | -2.21 | 6.59 | 2.06 | 7.03 | 200 |
| | | | | | | | |
| | | | | | | | |

Note : Reschedule of Generation . Generator 2 now produces 0.9 p.u instead of 0.4 p.u of real power

OBJECTIVE FUNCTION VALUE = 2069.158

TOTAL REAL POWER LOSS = 0.22543 p.u

TOTAL REACTIVE POWER LOSS = 0.9730 p.u

Reactive Support Placed = 0.311 p.u at Bus 5

Optimized Tap Settings (Line 4-7) = 0.974

Optimized Tap Settings (Line 4-9) = 0.964

Optimized Tap Settings (Line 5-6) = 0.963

DATA FOR 13 BUS TEST SYSTEM

The 13 bus system is shown in Fig. C.1. The system data is taken from ref. [11].

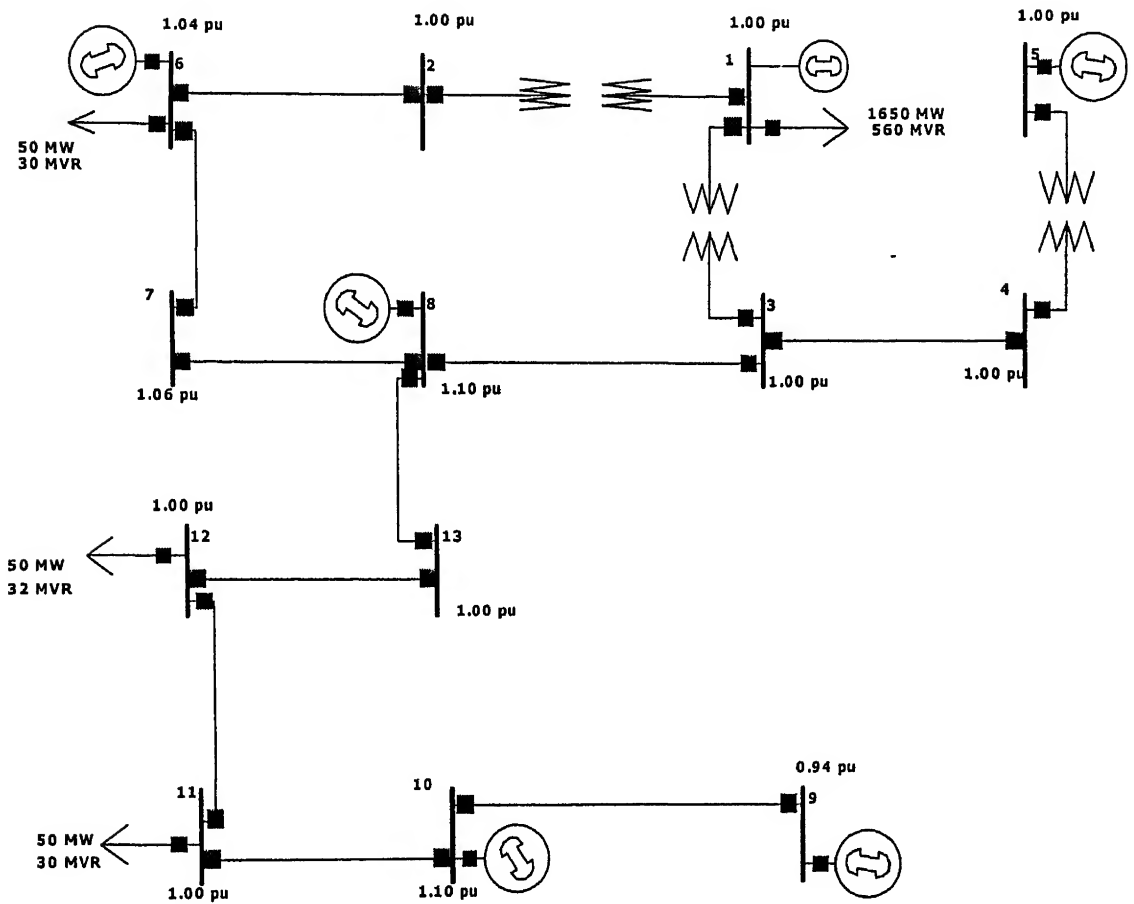


Fig. C.1. 13 BUS POWER SYSTEM

The relevant data are provided in the following tables.

1. Table C.1 gives Generator Data.
2. Table C.2 gives Generator Bus Voltages.
3. Table C.3 gives Transformer Data.
4. Table C.4 gives Load Bus data.
5. Table C.5 gives Line Data.
6. Table C.6 gives Generator Cost Characteristics

Note :

1. Base MVA = 1000 MVA
2. V_{max} and V_{min} for all load buses are 1.2 and 0.9
3. Cost of Static Capacitors = 1
4. Capacitor Upper Limit = 1.2 p.u.
5. Cost of Tap Changing Transformer = 1
6. Tap Upper Limits = 1.1 p.u.
7. Tap Lower Limits = 0.9 p.u.
8. MVA limit of all lines = 2 p.u

Table C.1: Generator Data for 13 bus system

| Generator at Bus No | Real Power Generation Limit | | Reactive Power Generation Limit | |
|---------------------------|--------------------------------|--------------------|------------------------------------|--------------------|
| | Maximum (p.u.) | Minimum (p.u.) | Maximum (p.u.) | Minimum (p.u.) |
| 1 | 4.0 | 0.0 | 4.0 | -1.0 |
| 5 | 1.5 | 0.0 | 1.5 | -1.0 |
| 6 | 1.5 | 0.0 | 1.5 | -1.0 |
| 8 | 1.5 | 0.0 | 1.5 | -1.0 |
| 9 | 1.5 | 0.0 | 1.5 | -1.0 |
| 10 | 1.5 | 0.0 | 1.5 | -1.0 |

Table C.2: Generator Bus Voltages for 13 bus system

| Bus No. | Scheduled Real Power Generation P_G (p.u.) | Specified Voltage Magnitude V_{spec} (p.u) | Load | |
|------------|---|--|----------------|--------------------|
| | | | Real (p.u.) | Reactive (p.u.) |
| 1 | 0.0 | 1.000 | 1.650 | 0.560 |
| 5 | 0.5 | 1.000 | 0.000 | 0.000 |
| 6 | 0.0 | 1.037 | 0.050 | 0.030 |
| 8 | 0.0 | 1.063 | 0.000 | 0.000 |
| 9 | 0.5 | 0.943 | 0.000 | 0.000 |
| 10 | 0.0 | 1.100 | 0.000 | 0.000 |

Table C.3: Transformer Data for 13 bus system

| Line No | From Bus | To Bus | Series Impedence | | Tap Setting |
|---------|----------|--------|------------------|-----------------|-------------|
| | | | Resistance (p.u) | Reactance (p.u) | |
| 8 | 1 | 2 | 0.0040 | 0.0850 | 1.050 |
| 9 | 1 | 3 | 0.0040 | 0.0947 | 1.010 |
| 10 | 5 | 4 | 0.0040 | 0.0947 | 1.010 |

Table C.4 Load Bus Data for 13 bus system

| Bus no | Load (in p.u.) | | External Shunt Susceptance (p.u) |
|--------|------------------|-------------------|----------------------------------|
| | Real (p.u.) | Reactive (p.u.) | |
| 2 | 0.000 | 0.000 | 0.000 |
| 3 | 0.000 | 0.000 | 0.000 |
| 4 | 0.000 | 0.000 | 0.000 |
| 7 | 0.000 | 0.000 | 0.000 |
| 11 | 0.050 | 0.030 | 0.000 |
| 12 | 0.050 | 0.032 | 0.000 |
| 13 | 0.000 | 0.000 | 0.000 |
| | | | |

Table C.5: Line Data for 13 bus system

| Line. No. | From No | To Bus | Series Impedance | | Shunt Susceptance (p.u) |
|-----------|---------|--------|------------------|-----------------|-------------------------|
| | | | Resistance (p.u) | Reactance (p.u) | |
| 1 | 4 | 3 | 0.0074 | 0.1430 | 0.436 |
| 2 | 6 | 2 | 0.0481 | 0.4590 | 0.246 |
| 3 | 6 | 7 | 0.0090 | 0.1080 | 0.016 |
| 4 | 8 | 3 | 0.0121 | 0.2330 | 0.712 |
| 5 | 7 | 8 | 0.0000 | 0.1500 | 0.000 |
| 6 | 9 | 10 | 0.0105 | 0.2020 | 0.620 |
| 7 | 10 | 11 | 0.0000 | -0.1500 | 0.000 |
| 11 | 11 | 12 | 0.0086 | 0.1665 | 0.508 |
| 12 | 12 | 13 | 0.0075 | 0.1465 | 0.448 |
| 13 | 13 | 8 | 0.0000 | -0.1500 | 0.000 |
| | | | | | |

Table C.6 Generator Cost Characteristics

| Generator at Bus No | Generator Cost Characteristics | | | Remarks |
|---------------------|--------------------------------|-------|-------|---------|
| | a | b | c | |
| 1 | 40.000 | 2.000 | 0.002 | |
| 5 | 48.000 | 2.500 | 0.002 | |
| 6 | 60.000 | 3.000 | 0.003 | |
| 8 | 80.000 | 4.000 | 0.004 | |
| 9 | 100.000 | 5.000 | 0.005 | |
| 10 | 120.000 | 6.000 | 0.006 | |

13 BUS ILL CONDITIONED SYSTEM (DC OPF)

CASE 1A : FULL SYSTEM IN OPERATING STATE

Table C1.1 : Bus operating conditions (incl cost)

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Degrees) | Bus Marginal Cost | Remarks |
|---------------|------------|---------------------|-------------------|-------------------|---------|
| 1 | 1 | 1.00 | -39.0986 | 6.5714 | |
| 2 | 2 | 1.00 | -36.2504 | 6.5714 | |
| 3 | 3 | 1.00 | 5.9238 | 6.5714 | |
| 4 | 4 | 1.00 | 77.4238 | 6.5714 | |
| 5 | 5 | 1.00 | 124.7738 | 6.5714 | |
| 6 | 6 | 1.00 | -21.3022 | 6.5714 | |
| 7 | 7 | 1.00 | -12.385 | 6.5714 | |
| 8 | 8 | 1.00 | 0.00 | 6.5714 | |
| 9 | 9 | 1.00 | 57.9557 | 6.5714 | |
| 10 | 10 | 1.00 | 26.2129 | 6.5714 | |
| 11 | 11 | 1.00 | 26.2113 | 6.5714 | |
| 12 | 12 | 1.00 | 8.372 | 6.5714 | |
| 13 | 13 | 1.00 | 0.0006 | 6.5714 | |
| | | | | | |

Table C1.2 : Line Flows

| Ser No | From Bus | To Bus | Line Flow (MW) | Line Flow Limit (MW) | Remarks |
|--------|----------|--------|------------------|------------------------|---------|
| | | | | | |
| 1 | 1 | 2 | -32.5668 | 1414.2 | |
| 2 | 1 | 3 | 477.576 | 1414.2 | |
| 3 | 4 | 3 | 500 | 1414.2 | |
| 4 | 5 | 4 | 500 | 1414.2 | |
| 5 | 6 | 2 | 32.5668 | 1414.2 | |
| 6 | 6 | 7 | -82.5668 | 1414.2 | |
| 7 | 7 | 8 | -82.5668 | 1414.2 | |
| 8 | 8 | 3 | -25.4239 | 1414.2 | |
| 9 | 8 | 13 | -57.1429 | 1414.2 | |
| 10 | 9 | 10 | 157.1429 | 1414.2 | |
| 11 | 10 | 11 | 0.1 | 1414.2 | |
| 12 | 11 | 12 | 117.1429 | 1414.2 | |
| 13 | 12 | 13 | 57.1429 | 1414.2 | |
| | | | | | |

Objective function value = 8005.14

CASE 1B : CONGESTION WITH ONE GENERATOR OUT

(MANAGE CONGESTION WITH RESCHEDULE OF GENERATORS)

Table C1.3 : Bus operating conditions (incl cost)

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Degrees) | Bus Marginal Cost | Remarks |
|---------------|------------|---------------------|-------------------|-------------------|---------|
| 1 | 1 | 1.000 | -19.9087 | 6.9 | |
| 2 | 2 | 1.000 | -19.1657 | 6.9 | |
| 3 | 3 | 1.000 | 19.5112 | 6.9 | |
| 4 | 4 | 1.000 | 91.0112 | 6.9 | |
| 5 | 5 | 1.000 | 138.3612 | 6.9 | |
| 6 | 6 | 1.000 | -15.1547 | 6.9 | |
| 7 | 7 | 1.000 | -8.8109 | 6.9 | |
| 8 | 8 | 1.000 | 0.000 | 6.9 | |
| 9 | 9 | 1.000 | 0.5005 | 6.9 | |
| 10 | 10 | 1.000 | 0.5005 | 6.9 | |
| 11 | 11 | 1.000 | 0.4998 | 6.9 | |
| 12 | 12 | 1.000 | -3.6627 | 6.9 | |
| 13 | 13 | 1.000 | -0.0002 | 6.9 | |
| | | | | | |

Table C1.4 : Line Flows

| Ser No | From Bus | To Bus | Line Flow (MW) | Line Flow Limit (MW) | Remarks |
|--------|----------|--------|------------------|------------------------|---------|
| 1 | 1 | 2 | -8.739 | 1414.2 | |
| 2 | 1 | 3 | -416.2610 | 1414.2 | |
| 3 | 4 | 3 | 500 | 1414.2 | |
| 4 | 5 | 4 | 500 | 1414.2 | |
| 5 | 6 | 2 | 8.7390 | 1414.2 | |
| 6 | 6 | 7 | -58.7390 | 1414.2 | |
| 7 | 7 | 8 | -58.7390 | 1414.2 | |
| 8 | 8 | 3 | -83.7390 | 1414.2 | |
| 9 | 8 | 13 | 25 | 1414.2 | |
| 10 | 9 | 10 | 0 | 1414.2 | |
| 11 | 10 | 11 | 75 | 1414.2 | |
| 12 | 11 | 12 | 25 | 1414.2 | |
| 13 | 12 | 13 | -25 | 1414.2 | |
| | | | | | |

Objective function value = 8133

RESULTS FOR 13 BUS ILL CONDITIONED SYSTEM (WITH OPTIMAL REACTIVE SUPPORT AND TRANSFORMER TAP SETTINGS)

CASE 1 : FULL SYSTEM IN OPERATING STATE

OBJECTIVE FUNCTION VALUE = 453.682

TOTAL REAL POWER LOSS = 0.03024 p.u.

TOTAL REACTIVE POWER LOSS = 0.48822 P.U.

Table C2.1 : Bus operating conditions (incl cost)

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Degrees) | Bus Marginal Cost | Remarks |
|---------------|------------|---------------------|-------------------|-------------------|---------|
| 1 | 1 | 1.000 | 0.000 | 2.003 | |
| 2 | 2 | 1.021 | 1.484 | 2.001 | |
| 3 | 3 | 1.096 | 2.252 | 1.994 | |
| 4 | 4 | 1.065 | 2.324 | 1.994 | |
| 5 | 5 | 1.000 | 2.472 | 1.994 | |
| 6 | 6 | 1.037 | 9.568 | 1.957 | |
| 7 | 7 | 1.064 | 8.755 | 1.965 | |
| 8 | 8 | 1.100 | 7.858 | 1.969 | |
| 9 | 9 | 0.943 | 14.269 | 1.922 | |
| 10 | 10 | 1.100 | 8.258 | 1.943 | |
| 11 | 11 | 0.957 | 12.266 | 1.944 | |
| 12 | 12 | 1.036 | 7.795 | 1.957 | |
| 13 | 13 | 0.969 | 4.759 | 1.970 | |
| | | | | | |

Table C2.2 : Line Flows

| From Bus | To Bus | From Bus Injection | | To Bus Injection | | Line Flow (p.u) | Line Limit (p.u) |
|----------|--------|--------------------|----------------------|------------------|----------------------|-----------------|------------------|
| | | Real Power (p.u) | Reactive Power (p.u) | Real Power (p.u) | Reactive Power (p.u) | | |
| 1 | 2 | 0.289 | -1.201 | -0.294 | 1.096 | 1.236 | 2.000 |
| 1 | 3 | 0.497 | -0.203 | -0.498 | 0.181 | 0.537 | 2.000 |
| 5 | 4 | -0.044 | -0.298 | 0.044 | 0.291 | 0.302 | 2.000 |
| 4 | 3 | 0.002 | 0.729 | -0.002 | -0.766 | 0.729 | 2.000 |
| 6 | 2 | -0.327 | 0.239 | 0.322 | -0.276 | 0.405 | 2.000 |
| 6 | 7 | -0.123 | 0.283 | 0.122 | -0.293 | 0.309 | 2.000 |
| 8 | 3 | -0.507 | 0.846 | 0.504 | -0.890 | 0.986 | 2.000 |
| 7 | 8 | -0.122 | 0.256 | 0.122 | -0.267 | 0.284 | 2.000 |
| 9 | 10 | -0.500 | 1.282 | 0.491 | -1.659 | 1.376 | 2.000 |
| 10 | 11 | -0.491 | 1.065 | 0.491 | -0.894 | 1.173 | 2.000 |
| 11 | 12 | -0.441 | 0.924 | 0.437 | -1.078 | 1.024 | 2.000 |
| 12 | 13 | -0.387 | 0.019 | 0.384 | -0.009 | 0.387 | 2.000 |
| 13 | 8 | -0.384 | -0.833 | 0.384 | 0.968 | 0.918 | 2.000 |
| | | | | | | | |

Table C2.3 : Optimal Tap Settings

| Ser No | From Bus | To Bus | Tap Setting | Remarks |
|--------|----------|--------|-------------|---------|
| 1 | 1 | 2 | 0.9000 | |
| 2 | 1 | 3 | 0.9000 | |
| 3 | 5 | 4 | 0.9166 | |
| | | | | |

**CASE 2 : CONGESTION IN SYSTEM BY OUTAGE OF
GENERATOR AT BUS 9
(CONGESTION RELIEF PROVIDED BY
SWITCHING ON COSTLY GENERATOR AT BUS 10)**

OBJECTIVE FUNCTION VALUE = 454.177
TOTAL REAL POWER LOSS = 0.0274 p.u
TOTAL REACTIVE POWER LOSS = 0.4335 p.u.

Table C2.4 : Bus operating conditions (incl cost)

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Degrees) | Bus Marginal Cost | Remarks |
|---------------|------------|---------------------|-------------------|-------------------|---------|
| 1 | 1 | 1.000 | 0.000 | 2.003 | |
| 2 | 2 | 1.021 | 1.488 | 2.001 | |
| 3 | 3 | 1.096 | 2.263 | 1.994 | |
| 4 | 4 | 1.065 | 2.335 | 1.994 | |
| 5 | 5 | 1.000 | 2.482 | 1.994 | |
| 6 | 6 | 1.037 | 9.592 | 1.957 | |
| 7 | 7 | 1.064 | 8.783 | 1.965 | |
| 8 | 8 | 1.100 | 7.891 | 1.969 | |
| 9 | 9 | 0.943 | 8.723 | 1.941 | |
| 10 | 10 | 1.100 | 8.298 | 1.942 | |
| 11 | 11 | 0.957 | 12.330 | 1.944 | |
| 12 | 12 | 1.036 | 7.830 | 1.957 | |
| 13 | 13 | 0.970 | 4.771 | 1.970 | |
| | | | | | |

Table C2.5 : Line Flows

| From Bus | To Bus | From Bus Injection | | To Bus Injection | | Line Flow (p.u) | Line Limit (p.u) |
|----------|--------|--------------------|----------------------|------------------|----------------------|-----------------|------------------|
| | | Real Power (p.u) | Reactive Power (p.u) | Real Power (p.u) | Reactive Power (p.u) | | |
| 1 | 2 | 0.290 | -1.202 | -0.295 | 1.096 | 1.236 | 2.000 |
| 1 | 3 | 0.499 | -0.204 | -0.500 | 0.181 | 0.539 | 2.000 |
| 5 | 4 | -0.044 | -0.301 | 0.044 | 0.293 | 0.304 | 2.000 |
| 4 | 3 | 0.002 | 0.729 | -0.002 | -0.766 | 0.729 | 2.000 |
| 6 | 2 | -0.328 | 0.239 | 0.323 | -0.277 | 0.406 | 2.000 |
| 6 | 7 | -0.122 | 0.283 | 0.121 | -0.292 | 0.308 | 2.000 |
| 8 | 3 | -0.509 | 0.846 | 0.506 | -0.890 | 0.987 | 2.000 |
| 7 | 8 | -0.121 | 0.256 | 0.121 | -0.267 | 0.284 | 2.000 |
| 9 | 10 | 0.000 | 1.284 | -0.006 | -1.605 | 1.284 | 2.000 |
| 10 | 11 | -0.494 | 1.066 | 0.494 | -0.895 | 1.175 | 2.000 |
| 11 | 12 | -0.444 | 0.925 | 0.440 | -1.080 | 1.026 | 2.000 |
| 12 | 13 | -0.390 | 0.021 | 0.387 | -0.011 | 0.390 | 2.000 |
| 13 | 8 | -0.387 | -0.832 | 0.387 | 0.966 | 0.918 | 2.000 |
| | | | | | | | |

Table C2.6 : Optimal Tap Settings

| Ser No | From Bus | To Bus | Tap Setting | Remarks |
|--------|----------|--------|-------------|---------|
| 1 | 1 | 2 | 0.9000 | |
| 2 | 1 | 3 | 0.9000 | |
| 3 | 5 | 4 | 0.9164 | |
| | | | | |

**CASE 3 : CONGESTION IN SYSTEM BY OUTAGE OF
GENERATOR AT BUS 9
(CONGESTION RELIEF PROVIDED BY
INCREASE OF LINE CAPACITY)**

OBJECTIVE FUNCTION VALUE = 452.345

TOTAL REAL POWER LOSS = 0.02229 p.u

TOTAL REACTIVE POWER LOSS = 0.35253 p.u.

Table C2.7 : Bus operating conditions (incl cost)

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Degrees) | Bus Marginal Cost | Remarks |
|---------------|------------|---------------------|-------------------|-------------------|---------|
| 1 | 1 | 1.000 | 0.000 | 2.005 | |
| 2 | 2 | 1.022 | 0.847 | 2.004 | |
| 3 | 3 | 1.098 | 0.474 | 2.002 | |
| 4 | 4 | 1.066 | 0.549 | 2.002 | |
| 5 | 5 | 1.000 | 0.698 | 2.002 | |
| 6 | 6 | 1.037 | 5.553 | 1.980 | |
| 7 | 7 | 1.063 | 3.980 | 1.990 | |
| 8 | 8 | 1.100 | 2.090 | 1.993 | |
| 9 | 9 | 0.943 | 1.844 | 2.002 | |
| 10 | 10 | 1.100 | 1.419 | 2.003 | |
| 11 | 11 | 0.989 | 1.369 | 2.003 | |
| 12 | 12 | 1.034 | 1.768 | 1.998 | |
| 13 | 13 | 0.934 | 3.016 | 1.994 | |
| | | | | | |

Table C2.8 : Line Flows

| From Bus | To Bus | From Bus Injection | | To Bus Injection | | Line Flow (p.u) | Line Limit (p.u) |
|----------|--------|--------------------|----------------------|------------------|----------------------|-----------------|------------------|
| | | Real Power (p.u) | Reactive Power (p.u) | Real Power (p.u) | Reactive Power (p.u) | | |
| 1 | 2 | 0.218 | 1.201 | -0.225 | -1.354 | 1.220 | 2.000 |
| 1 | 3 | 0.100 | -0.156 | -0.100 | 0.154 | 0.186 | 2.000 |
| 5 | 4 | -0.055 | -0.532 | 0.054 | 0.510 | 0.535 | 2.000 |
| 4 | 3 | 0.002 | 0.738 | -0.002 | -0.776 | 0.738 | 2.000 |
| 6 | 2 | -0.192 | 0.244 | 0.190 | -0.252 | 0.310 | 2.000 |
| 6 | 7 | -0.258 | 0.282 | 0.257 | -0.296 | 0.382 | 2.000 |
| 8 | 3 | -0.146 | 0.859 | 0.146 | -0.860 | 0.871 | 2.000 |
| 7 | 8 | -0.257 | 0.260 | 0.257 | -0.278 | 0.366 | 2.000 |
| 9 | 10 | 0.000 | 1.284 | -0.006 | -1.605 | 1.284 | 2.000 |
| 10 | 11 | 0.006 | 0.811 | -0.006 | -0.730 | 0.812 | 2.000 |
| 11 | 12 | 0.056 | 0.760 | -0.057 | -0.818 | 0.762 | 2.000 |
| 12 | 13 | 0.107 | -0.236 | -0.111 | 0.253 | 0.259 | 2.000 |
| 13 | 8 | 0.111 | -1.034 | -0.111 | 1.220 | 1.040 | 2.000 |
| | | | | | | | |

Table C2.9 : Optimal Tap Settings

| Ser No | From Bus | To Bus | Tap Setting | Remarks |
|--------|----------|--------|-------------|---------|
| 1 | 1 | 2 | 0.9000 | 1.100 |
| 2 | 1 | 3 | 0.9000 | 0.900 |
| 3 | 5 | 4 | 0.9164 | 0.900 |
| | | | | |

DATA FOR 11 BUS SYSTEM

The 11 bus system is shown in Fig. D.1. The system data is taken from ref. [11].

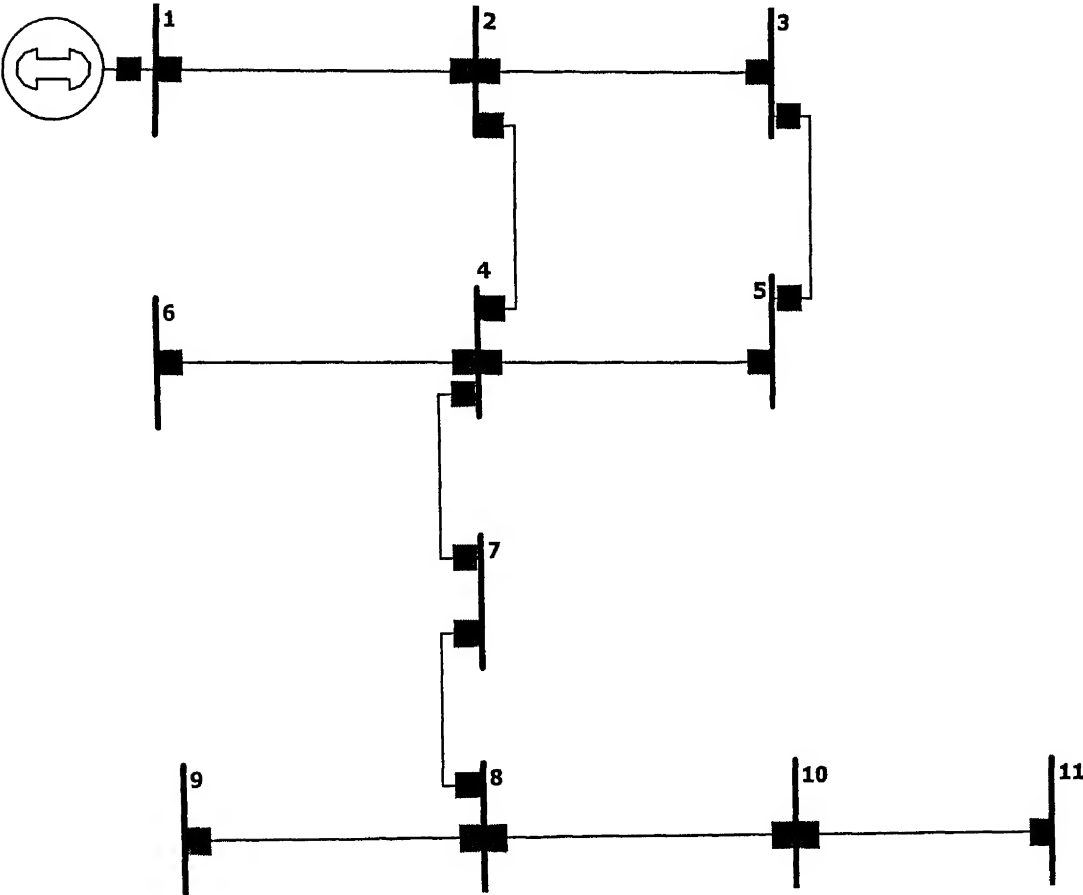


Fig D.1 11 Bus System

The relevant data are provided in the following tables.

1. Table D.1 gives Generator Data.
2. Table D.2 gives Bus Data
3. Table D.3 gives Y Bus Matrix
4. Table D.4 gives Generator Cost Characteristics

Note :

1. Base MVA = 100 MVA
2. V_{\max} and V_{\min} for all load buses are 1.2 and 0.7
3. Cost of Static Capacitors = 0.1
4. Capacitor Upper Limit = 2.0 p.u.
5. Line Limits = 200 MVA

Table D.1: Generator Data for 11 bus system

| Generator No | Real Power Generation Limit | | Reactive Power Generation Limit | |
|-----------------|--------------------------------|-----------------|------------------------------------|-------------------|
| | Maximum (MW) | Minimum (MW) | Maximum (MVAR) | Minimum (MVAR) |
| 1 | 400.00 | 0.0 | 200.0 | -20.0 |
| | | | | |

Table D.2 Bus data for 11 bus system

| Bus Number | Voltage (p.u.) | Angle (radians) | Real power injection (p.u.) | Reactive power injection (p.u.) |
|------------|----------------|-----------------|-----------------------------|---------------------------------|
| 1 | 1.024 | 0 | 0 | 0 |
| 2 | 1 | 0 | 0 | 0 |
| 3 | 1 | 0 | -0.128 | -0.062 |
| 4 | 1 | 0 | 0 | 0 |
| 5 | 1 | 0 | -0.165 | -0.080 |
| 6 | 1 | 0 | -0.090 | -0.068 |
| 7 | 1 | 0 | 0 | 0 |
| 8 | 1 | 0 | 0 | 0 |
| 9 | 1 | 0 | -0.026 | -0.009 |
| 10 | 1 | 0 | 0 | 0 |
| 11 | 1 | 0 | -0.158 | -0.057 |

Table D.3 Y bus matrix for 11 bus system

| From Bus i | To bus j | Conductance G_{ij} (p.u.) | Susceptance B_{ij} (p.u.) |
|------------|----------|-----------------------------|-----------------------------|
| 1 | 1 | 0.0 | -14.939 |
| 1 | 2 | 0.0 | 14.148 |
| 2 | 2 | 12.051 | -33.089 |
| 2 | 3 | 0.0 | 6.494 |
| 2 | 4 | -12.051 | 13.197 |
| 3 | 3 | 2.581 | -10.282 |
| 3 | 5 | -2.581 | 3.789 |
| 4 | 4 | 12.642 | -74.081 |
| 4 | 5 | 0.0 | 2.177 |
| 4 | 6 | 0.0 | 56.689 |
| 4 | 7 | -0.592 | 0.786 |
| 5 | 5 | 2.581 | -5.889 |
| 6 | 6 | 0.0 | -55.556 |
| 7 | 7 | 3.226 | -4.304 |
| 7 | 8 | -2.213 | 2.959 |
| 8 | 8 | 2.893 | -5.468 |
| 8 | 9 | -1.138 | 1.379 |
| 8 | 10 | -0.851 | 1.163 |
| 9 | 9 | 0.104 | -1.042 |
| 10 | 10 | 1.346 | -6.11 |
| 10 | 11 | -0.374 | 3.742 |
| 11 | 11 | 0.283 | -2.785 |

Table D.4 Generator Cost Characteristics

| Generator at Bus No | Generator Cost Characteristics | | | Remarks |
|---------------------------|--------------------------------|-------|---------|---------|
| | a | b | c | |
| 1 | 40.00 | 2.000 | 0.00375 | |
| | | | | |

**CASE 1 : 11 BUS SYSTEM
(WITHOUT REACTIVE POWER SUPPORT)**

CASE 1A : FULL SYSTEM IN OPERATING STATE

Table D1.1 : Bus operating conditions (incl cost)

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Degrees) | Bus Marginal Cost | Remarks |
|---------------|------------|---------------------|-------------------|-------------------|---------|
| 1 | 1 | 1.024 | | 2.005 | |
| 2 | 2 | 1.055 | -2.456 | 1.983 | |
| 3 | 3 | 1.044 | -4.146 | 1.915 | |
| 4 | 4 | 1.028 | -2.861 | 1.787 | |
| 5 | 5 | 1.032 | -4.879 | 1.845 | |
| 6 | 6 | 1.048 | -2.945 | 1.785 | |
| 7 | 7 | 0.777 | -12.515 | -4.555 | |
| 8 | 8 | 0.862 | -15.549 | -6.941 | |
| 9 | 9 | 1.131 | -16.587 | -7.289 | |
| 10 | 10 | 0.753 | -22.607 | -13.143 | |
| 11 | 11 | 0.983 | -25.802 | -14.631 | |
| | | | | | |

Table D1.2 : Line Flows

| From Bus | To Bus | From Bus Injection | | To Bus Injection | | Line Flow (MVA) | Line Limit (MVA) |
|----------|--------|--------------------|-----------------------|------------------|-----------------------|-------------------|--------------------|
| | | Real Power (MW) | Reactive Power (MVAR) | Real Power (MW) | Reactive Power (MVAR) | | |
| 1 | 2 | -65.51 | 43.17 | 65.51 | -47.32 | 78.45 | 200 |
| 2 | 3 | -21.10 | -7.84 | 21.10 | 7.14 | 22.51 | 200 |
| 2 | 4 | -44.41 | -28.29 | 43.47 | 27.26 | 52.65 | 200 |
| 3 | 5 | -8.36 | -1.05 | 8.28 | 0.93 | 8.43 | 200 |
| 4 | 5 | -8.14 | 0.84 | 8.14 | -1.13 | 8.18 | 200 |
| 4 | 6 | -8.96 | 115.31 | 8.96 | -117.55 | 115.66 | 200 |
| 4 | 7 | -26.48 | -13.26 | 21.41 | 6.52 | 29.62 | 200 |
| 7 | 8 | 3.98 | 27.19 | -6.01 | -29.90 | 27.48 | 200 |
| 8 | 9 | 0.76 | 32.18 | -1.76 | -42.20 | 32.19 | 200 |
| 8 | 10 | -17.71 | -4.73 | 15.85 | 2.20 | 18.33 | 200 |
| 10 | 11 | -9.00 | 66.09 | 6.92 | -86.86 | 66.70 | 200 |
| | | | | | | | |

OBJECTIVE FUNCTION VALUE = 41.311

TOTAL REAL POWER LOSS = 0.1305 p.u

TOTAL REACTIVE POWER LOSS = 0.513 p.u.

**CASE 2 : 11 BUS SYSTEM
(WITH REACTIVE POWER SUPPORT)**

CASE 2A : FULL SYSTEM IN OPERATING STATE (LSF = 1.93)

Table D2.1 : Bus operating conditions (incl cost)

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Degrees) | Bus Marginal Cost | Optimal Capacitor Values (p.u.) |
|---------------|------------|---------------------|-------------------|-------------------|-----------------------------------|
| 1 | 1 | 1.024 | 0.000 | 2.012 | |
| 2 | 2 | 1.101 | -5.931 | 1.753 | |
| 3 | 3 | 1.093 | -9.368 | 1.809 | |
| 4 | 4 | 1.079 | -9.099 | 2.492 | 0.637 |
| 5 | 5 | 1.071 | -11.422 | 2.126 | |
| 6 | 6 | 1.101 | -9.246 | 2.493 | 0.068 |
| 7 | 7 | 0.852 | -56.706 | 27.346 | 0.542 |
| 8 | 8 | 0.916 | -63.507 | 32.600 | |
| 9 | 9 | 1.200 | -65.337 | 31.903 | |
| 10 | 10 | 0.783 | -80.786 | 51.980 | 0.099 |
| 11 | 11 | 1.030 | -86.584 | 53.066 | 0.04 |
| | | | | | |

CASE 2B : ONE LINE OUT (LINE 2-3) FOR LSF = 1.0

Table D2.3 : Bus operating conditions (incl cost)

| Serial Number | Bus Number | Voltage (in p.u.) | Angle (Degrees) | Bus Marginal Cost | Optimal Capacitor Values (p.u.) |
|---------------|------------|---------------------|-------------------|-------------------|-----------------------------------|
| 1 | 1 | 1.024 | 0.000 | 2.014 | |
| 2 | 2 | 1.052 | -6.991 | 2.043 | 2.0 |
| 3 | 3 | 0.700 | -16.505 | 10.838 | 2.0 |
| 4 | 4 | 1.022 | -9.681 | 2.839 | 0.405 |
| 5 | 5 | 1.059 | -26.572 | 7.624 | 2.0 |
| 6 | 6 | 1.043 | -9.766 | 2.839 | 0.068 |
| 7 | 7 | 0.811 | -19.953 | 3.724 | |
| 8 | 8 | 0.914 | -22.975 | 3.976 | |
| 9 | 9 | 1.200 | -23.901 | 3.942 | |
| 10 | 10 | 0.828 | -29.700 | 4.832 | |
| 11 | 11 | 1.090 | -32.367 | 4.887 | 0.009 |
| | | | | | |

Table D2.4 : Line Flows

| From Bus | To Bus | From Bus Injection | | To Bus Injection | | Line Flow (MVA) | Line Limit (MVA) |
|----------|--------|--------------------|-----------------------|------------------|-----------------------|-----------------|------------------|
| | | Real Power (MW) | Reactive Power (MVAR) | Real Power (MW) | Reactive Power (MVAR) | | |
| 1 | 2 | -185.57 | 29.26 | 185.57 | -53.05 | 187.86 | 200 |
| 2 | 4 | -106.49 | 17.13 | 102.53 | -21.47 | 107.86 | 200 |
| 3 | 5 | 12.80 | 124.36 | -51.97 | -181.86 | 125.01 | 200 |
| 4 | 5 | -68.47 | -1.86 | 68.47 | -18.78 | 68.49 | 200 |
| 4 | 6 | -9.00 | 120.68 | 9.00 | -123.15 | 121.01 | 200 |
| 4 | 7 | -25.16 | -9.24 | 20.95 | 3.66 | 26.81 | 200 |
| 7 | 8 | 6.71 | 33.08 | -9.52 | -36.84 | 33.75 | 200 |
| 8 | 9 | 1.16 | 36.29 | -2.30 | -47.63 | 36.31 | 200 |
| 8 | 10 | -17.44 | -2.21 | 15.92 | 0.14 | 17.58 | 200 |
| 10 | 11 | -7.63 | 82.42 | 4.99 | -108.88 | 82.77 | 200 |
| 1 | 2 | -185.57 | 29.26 | 185.57 | -53.05 | 187.86 | 200 |
| | | | | | | | |

OBJECTIVE FUNCTION VALUE = 44.372
 TOTAL REAL POWER LOSS = 0.5544 p.u
 TOTAL REACTIVE POWER LOSS = 1.579 p.u

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